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PUBLIC DOCUMENT..... .....No. 37.

RETURNS

OF THE

RAILROAD CORPORATIONS

IN

MASSACHUSETTS,

1865:

WITH

ABSTRACTS OF THE SAME.

PREPARED

By OLIVER WARNER,

SECRETARY OF THE COMMONWEALTH.

BOSTON:
WRIGHT & POTTER, STATE PRINTERS,
No. 4 Spring Lane.
1866.

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RAILROAD REPORTS,

FOR THE YEAR ENDING

November 30, 1865.

REPORT

OF THE

AGRICULTURAL BRANCH RAILROAD CORPORATION,

OF THE FIRST SECTION,*

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,			$580,000 00
2. Number of shares of capital stock issued,	2,000		
3. Increase of capital since last report,	None.		
4. Capital paid in, per last report,	$202,088 00		
5. Capital paid in since last report,	None.		
6. Total amount of capital stock paid in,			202,088 00
7. Funded debt per last report,	8,400 00		
8. Funded debt paid since last report,	2,800 00		
9. Funded debt, increase of, since last report,	78,700 00	new mortgage.	
10. Total present amount of funded debt,			84,300 00
11. Floating debt, per last report,	None.		
12. Floating debt paid since last report,	None.		
13. Floating debt, increase of, since last report,	None.		
14. Total present amount of floating debt,	None.		
15. Total present amount of funded and floating debt,			5,600 00
16. Average rate of interest per annum, paid during the year,	6 per cent.		
17. Maximum amount of debts during the year,			8,400 00
COST OF ROAD AND EQUIPMENT.			
18. For graduation and masonry, per last report,	$108,675 50		
19. For graduation and masonry, paid during the past year,	None.		
20. Total amount expended for graduation and masonry,			$108,675 50
21. For wooden bridges, per last report,	2,397 65		
22. For wooden bridges, paid during the past year,	None.		
23. Total amount expended for wooden bridges,			2,397 65
24. Total amount expended for iron bridges, (if any,)	None.		
25. For superstructure, including iron, per last report,	121,010 44		
26. For superstructure, including iron, paid during the past year,	None.		
27. Total amount expended for superstructure, including iron,			121,010 44

* An additional report was received from this Road concerning "the Second and Third Sections, in process of construction," giving the following items, viz.:—

Capital paid in,	$206,900 00
Amount of debt,	208,916 66
Cost of road and equipment,	401,504 92
Assets,	19,270 40

28. For stations, buildings and fixtures, per last report,	$9,227 85		
29. For stations, buildings and fixtures, paid during the past year,	None.		
30. Total amount expended for stations, buildings and fixtures,			$9,227 85
31. For land, land-damages and fences, per last report,	24,195 09		
32. For land, land-damages and fences, paid during the past year,	35 00		
33. Total amount expended for land, land-damages, and fences,			24,230 09
34. For locomotives, per last report,	None.		
35. For locomotives, paid during the past year,	None.		
36. Total amount expended for locomotives,	None.		
37. For passenger and baggage cars, per last report,	None.		
38. For passenger and baggage cars, paid during the past year,	None.		
39. Total amount expended for passenger and baggage cars,	None.		
40. For merchandise cars, per last report,	None.		
41. For merchandise cars, paid during the past year,	None.		
42. Total amount expended for merchandise cars,	None.		
43. For engineering, per last report,	9,475 93		
44. For engineering, paid during the past year,	None.		
45. Total amount expended for engineering,			9,475 93
46. For agencies and other expenses, per last report, [Including interest on bonds,]	76,613 06		
47. For agencies and other expenses, paid during the past year, [Less profit on bonds bought,]	37 50		
48. Total amount expended for agencies and other expenses,			76,575 56
49. Total cost of road and equipment,			$351,593 02
50. Amount of assets or property held by the corporation in addition to the cost of the road,	None.		

CHARACTERISTICS OF ROAD.

51. Length of road,	28 364-1,000 miles.
52. Length of single main track,	15 027-1,000 miles.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	953-1,000 miles.
56. Weight of rail, per yard, in main road,	48, 50 and 52 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	84 feet per mile for 2,000 ft. near Marlborough, but no other grade over 58 feet.
59. Maximum grade, with its length in branch roads,	None.
60. Total rise and fall in main road,	474 14-100 feet.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature, with length of curve, in main road,	738 feet for 110 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degrees of curvature, in main road,	870° 2′
65. Total degrees of curvature, in branch roads,	None.
66. Total length of straight line, in main road,	8 883-1,000 miles.
67. Total length of straight line, in branches,	None.
68. Aggregate length of wooden truss bridges,	110½ feet.
69. Aggregate length of all other wooden bridges,	176 feet.

70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	None.
72. Number of public ways crossed at grade,	24
73. Number of railroads crossed at grade,	None.
74. Remarks,	None to make.
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	5
77. Flag stations,	3
78. Whole number of way stations,	5
79. Whole number of flag stations,	3

DOINGS DURING THE YEAR.

80. Miles run by passenger trains,	These questions will be answered by Boston and Worcester Railroad Co., as they operate the road under a lease since December, 1855, on file at the Secretary's office of the Commonwealth of Massachusetts.
81. Miles run by freight trains,	
82. Miles run by other trains,	
83. Total miles run,	
84. Number of passengers carried in the cars,	
85. Number of passengers carried one mile,	
86. Number of tons of merchandise carried in the cars,	
87. Number of tons of merchandise carried one mile,	
88. Number of passengers carried one mile, to and from other roads,	
89. Number of tons carried one mile, to and from other roads,	
90. Rate of speed adopted for express passenger trains, including stops,	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	
92. Rate of speed adopted for accommodation trains,	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	
94. Average rate of speed actually attained by special trains, including stops and detentions,	
95. Average rate of speed adopted for freight trains, including stops,	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	

EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	These questions will be answered by Boston and Worcester Railroad Co., as they operate the road under a lease since December, 1855, on file at the Secretary's office of the Commonwealth of Massachusetts.
99. For repairs of wooden bridges,	
100. For wages of switchmen, average per month, $	
101. For wages of gate-keepers, average per month,	
102. For wages of signal-men, average per month,	
103. For wages of watchmen, average per month,	
104. Number of men employed, exclusive of those engaged in construction,	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	
107. Total for maintenance of way,	

Motive Power and Cars.	
108. For repairs of locomotives, ...	These questions will be answered by Boston and Worcester Railroad Co., as they operate the road under a lease since December, 1855, on file at the Secretary's office of the Commonwealth of Massachusetts.
109. For new locomotives, to cover depreciation, .	
110. For repairs of passenger cars, ...	
111. For new passenger cars, to cover depreciation, .	
112. For repairs of merchandise cars, . . .	
113. For new merchandise cars, to cover depreciation,	
114. For repairs of gravel and other cars, . . .	
115. Total for maintenance of motive power and cars,	
116. Number of engines, ...	
117. Number of passenger cars, ...	
118. Number of baggage cars, ...	
119. Number of merchandise cars, ...	
120. Number of gravel cars, ...	
Miscellaneous.	
121. For fuel used by engines during the year, viz.:—	These questions will be answered by Boston and Worcester Railroad Co., as they operate the road under a lease since December, 1855, on file at the Secretary's office of the Commonwealth of Massachusetts.
1. Wood, number of cords, . Cost of the same, ...	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . Cost of same, . .	
122. For oil used by cars and engines, . . .	
123. For waste and other material for cleaning, . .	
124. For salaries, wages and incidental expenses, chargeable to passenger department, . .	
125. For salaries, wages and incidental expenses, chargeable to freight department, ...	
126. For gratuities and damages, ...	
127. For taxes and insurance, ...	
128. For ferries, ...	
129. For repairs of station buildings, aqueducts, fixtures, furniture, ...	
130. For renewals of iron, including laying down,	
131. For new iron laid down, deducting the value of old iron taken up, ...	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, ...	
133. For amount paid other companies, as rent for use of their roads, specifying each company, .	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, ...	
135. Total miscellaneous, ...	
136. Total expenditures for working the road, . .	
137. Total amount of interest paid during the year, .	$5,226 00
Income during the Year.	
138. *For Passengers:*—	$19,884.97 as rent paid by the Boston and Worcester Railroad Company.
1. On main road and branches owned by company, ...	
2. To and from other roads, specifying what, .	
139. *For Freight:*—	
1. On main road, including branches owned by company, ...	
2. To and from other connecting roads, . .	
140. U. S. Mails, ...	
141. Rents, ...	
142. Total income, ...	
143. Net earnings, after deducting expenses, . .	

	DIVIDENDS.	
144.	6 per cent. Total, [on $60,000 guaranteed st'k,]	$3,600 00
145.	Surplus not divided,	7,431 65
146.	Surplus last year,	65,964 17
147.	Total surplus,	$73,395 82
	ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—	
148.	Of road and bridges,	To be answered by Boston and Worcester Railroad Company.
149.	Buildings,	
150.	Engines and cars,	
	MORTGAGE DEBTS.	
151.	Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	8,400 00
152.	Mortgage debt, paid since last report,	2,800 00
153.	Increase of mortgage debt, since last report, [Amount of bonds issued under new mortgage, which belongs to first section,]	78,700 00
154.	Present amount of mortgage debts,	84,300 00
155.	Number of mortgages on road and franchise, or any property of the corporation,	Two.

IVERS PHILLIPS,
CYRUS GALE,
WILDER BUSH,
G. S. HARRIS,
JOHN H. LOCKEY,
HALE W. PAGE,
WM. D. PECK,
STEPHEN MORSE,
GEO. H. BARNES,
GEO. A. TORREY,

Directors of the Agricultural Branch Railroad Corporation.

WORCESTER, ss. December 26, 1865. Then personally appeared Ivers Phillips, Cyrus Gale, Wilder Bush, G. S. Harris, John H. Lockey, Hale W. Page, Wm. D. Peck, Stephen Morse, Geo. H. Barnes, and Geo. A. Torrey, and severally made oath to the truth of the foregoing statement by them subscribed.

Before H. W. BLOOD, *Justice of the Peace.*

REPORT

OF THE

BERKSHIRE RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$600,000 00
2. Number of shares of capital stock issued,	6,000	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	$600,000 00	
5. Capital paid in since last report,	–	–
6. Total amount of capital stock paid in,		600,000 00
7. Funded debt, per last report,	None.	
8. Funded debt paid since last report,	–	–
9. Funded debt, increase of, since last report,	–	
10. Total present amount of funded debt,	–	–
11. Floating debt, per last report,	None.	
12. Floating debt paid since last report,	–	–
13. Floating debt, increase of, since last report,	–	–
14. Total present amount of floating debt,	–	–
15. Total present amount of funded and floating debt,	–	
16. Average rate of interest per annum, paid during the year,	–	–
17. Maximum amount of debts during the year,	–	–
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	$500,000 00	
19. For graduation and masonry, paid during the past year,	–	–
20. Total am'nt expended for graduation and masonry,	–	–
21. For wooden bridges, per last report,	–	–
22. For wooden bridges, paid during the past year,	–	–
23. Total amount expended for wooden bridges,	–	–
24. Total amount expended for iron bridges, (if any,)	–	–
25. For superstructure, including iron, per last report,	–	–
26. For superstructure, including iron, paid during the past year,	–	–
27. Total amount expended for superstructure, including iron,	–	–
28. For stations, buildings and fixtures, per last report,	–	–
29. For stations, buildings and fixtures, paid during the past year,	–	–
30. Total amount expended for stations, buildings and fixtures,	–	–
31. For land, land-damages and fences, per last report,	–	–
32. For land, land-damages and fences, paid during the past year,	–	–

33. Total amount expended for land, land-damages and fences,	–	–
34. For locomotives, per last report,	–	–
35. For locomotives, paid during the past year,	–	–
36. Total amount expended for locomotives,	–	–
37. For passenger and baggage cars, per last report,	–	–
38. For passenger and baggage cars, paid during the past year,	–	–
39. Total amount expended for passenger and baggage cars,		$100,000 00
40. For merchandise cars, per last report,	–	–
41. For merchandise cars, paid during the past year,	–	–
42. Total amount expended for merchandise cars,	–	–
43. For engineering, per last report,	–	–
44. For engineering, paid during the past year,	–	–
45. Total amount expended for engineering,	–	–
46. For agencies and other expenses, per last report,	–	–
47. For agencies and other expenses, paid during the past year,	$560 00	
48. Total amount expended for agencies and other expenses,	–	–
49. Total cost of road and equipment,		600,000 00
50. Amount of assets or property held by the corporation in addition to the cost of the road,	–	–

CHARACTERISTICS OF ROAD.

51. Length of road,	21 miles, 11 chains.	
52. Length of single main track,	–	–
53. Length of double main track,	–	–
54. Length of branches owned by the Company, stating whether they have a single or double track,	–	–
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	–	–
56. Weight of rail, per yard, in main road,	56 lbs. per yard.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	–	–
58. Maximum grade, with its length, in main road,	872 to 1,090 ft.–1 m. 2 chains.	
59. Maximum grade, with its length, in branch roads,	–	–
60. Total rise and fall in main road,	–	–
61. Total rise and fall in branch roads,	–	–
62. Shortest radius of curvature, with length of curve, in main road,	–	–
63. Shortest radius of curvature, with length of curve, in branch roads,	–	–
64. Total degree of curvature, in main road,	–	–
65. Total degree of curvature, in branch roads,	–	–
66. Total length of straight line, in main road,	–	–
67. Total length of straight line, in branches,	–	–
68. Aggregate length of wooden truss bridges,	–	–
69. Aggregate length of all other wooden bridges,	–	–
70. Aggregate length of iron bridges,	–	–
71. Whole length of road unfenced on both sides,	–	–
72. Number of public ways crossed at grade,	23	
73. Number of railroads crossed at grade,	–	–
74. Remarks,	–	–
75. Way stations for express trains,	–	–
76. Way stations for accommodation trains,		
77. Flag stations,		
78. Whole number of way stations,	–	–
79. Whole number of flag stations,	–	–

Doings During the Year.	
80. Miles run by passenger trains,	Operated by the Housatonic Road, and we have no returns.
81. Miles run by freight trains,	
82. Miles run by other trains,	
83. Total miles run,	
84. Number of passengers carried in the cars,	
85. Number of passengers carried one mile,	
86. Number of tons of merchandise carried in the cars,	
87. Number of tons of merchandise carried one mile,	
88. Number of passengers carried one mile, to and from other roads,	
89. Number of tons carried one mile, to and from other roads,	
90. Rate of speed adopted for express passenger trains, including stops,	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	
92. Rate of speed adopted for accommodation trains,	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	
94. Average rate of speed actually attained by special trains, including stops and detentions,	
95. Average rate of speed adopted for freight trains, including stops,	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	
Expenditures for Working the Road.	
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	Operated by the Housatonic Road, and we have no returns.
99. For repairs of wooden bridges,	
100. For wages of switchmen, average per month, $	
101. For wages of gate-keepers, average per month,	
102. For wages of signal-men, average per month,	
103. For wages of watchmen, average per month,	
104. Number of men employed, exclusive of those engaged in construction,	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	
107. Total for maintenance of way,	
Motive Power and Cars.	
108. For repairs of locomotives,	Nothing. The Housatonic Road defrays such expenses.
109. For new locomotives, to cover depreciation,	
110. For repairs of passenger cars,	
111. For new passenger cars, to cover depreciation,	
112. For repairs of merchandise cars,	
113. For new merchandise cars, to cover depreciation,	
114. For repairs of gravel and other cars,	
115. Total for maintenance of motive power and cars,	
116. Number of engines,	
117. Number of passenger cars,	

118. Number of baggage cars,	–	–
119. Number of merchandise cars,	80 8-wheeled.	
120. Number of gravel cars,	–	–
Miscellaneous.		
121. For fuel used by engines during the year, viz.:—		
1. Wood, number of cords, . Cost of the same,	–	–
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . Cost of same,	–	–
122. For oil used by cars and engines,	–	–
123. For waste and other material for cleaning,	–	–
124. For salaries, wages and incidental expenses, chargeable to passenger department,	–	–
125. For salaries, wages and incidental expenses, chargeable to freight department,	–	–
126. For gratuities and damages,	–	–
127. For taxes and insurance,	–	–
128. For ferries,	–	–
129. For repairs of station buildings, aqueducts, fixtures, furniture,	–	–
130. For renewals of iron, including laying down,	–	–
131. For new iron laid down, deducting the value of old iron taken up,	–	–
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	–	–
133. For amount paid other companies, as rent for use of their roads, specifying each company,	–	–
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	$560 00	
135. Total miscellaneous,		$560 00
136. Total expenditures for working the road,	–	–
137. Total amount of interest paid during the year,	–	–
Income During the Year.		
138. *For Passengers*:— 1. On main road, including branches owned by company, 2. To and from other roads, specifying what,	Leased to the Housatonic Railroad for 7 per cent. of the capital. Total income, 7 per cent.	$42,000.
139. *For Freight*:— 1. On main road and branches owned by company, 2. To and from other connecting roads,		
140. U. S. Mails,		
141. Rents,		
142. Total income,		
143. Net earnings, after deducting expenses,		
Dividends.		
144. per cent. Total,	–	–
145. Surplus not divided,	–	–
146. Surplus last year,	–	–
147. Total surplus,	–	–
Estimated Depreciation beyond the Renewals, Viz.:—		
148. Of roads and bridges,	–	–
149. Buildings,	–	–
150. Engines and cars,	–	–

MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, ...	–	–
152. Mortgage debt paid since last report, . . .	–	–
153. Increase of mortgage debts since last report, .	–	–
154. Present amount of mortgage debts, ...	–	–
155. Number of mortgages on road and franchise, or any property of the Corporation, . . .	–	–

CHAS. HUNT,
GEO. B. HUNT,
JOHN L. STUART,
D. LEAVITT,
Directors of the Housatonic Railroad Corporation.

FAIRFIELD, ss. December 30, 1865. Then personally appeared Charles Hunt, George B. Hunt and John L. Stuart, and severally made oath to the truth of the foregoing statement by them subscribed.

Before JOSHUA LORD, *Justice of the Peace.*

REPORT

OF THE

BOSTON, BARRE & GARDNER RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

The Directors report that nothing has been done during the year towards the construction of the road of said Corporation.

D. WALDO LINCOLN,
J. S. HOLT,
STEPHEN SALISBURY,
F. H. KINNICUT,
H. N. TOWER,
Directors.

WORCESTER, ss. December 30, 1865. Then personally appeared the above named D. Waldo Lincoln, J. S. Holt and Stephen Salisbury, and made oath that the foregoing report by them subscribed is true.

Before me, J. HENRY HILL, *Justice of the Peace.*

WORCESTER, ss. January 2, 1866. Then personally appeared F. H. Kinnicutt and H. N. Tower, and made oath that the foregoing report by them subscribed is true.

Before me, J. HENRY HILL, *Justice of the Peace.*

REPORT

OF THE

BOSTON AND LOWELL RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,			$1,830,000 00
2. Number of shares of capital stock issued,	3,660		
3. Increase of capital, since last report,	–		–
4. Capital paid in, per last report,	$1,830,000 00		
5. Capital paid in since last report,	–		–
6. Total amount of capital stock paid in,			1,830,000 00
7. Funded debt, per last report,	640,000 00		
8. Funded debt paid since last report,	–		–
9. Funded debt, increase of, since last report,	–		
10. Total present amount of funded debt,	640,000 00		
11. Floating debt, per last report,	12,325 60		
12. Floating debt paid since last report,	–		–
13. Floating debt, increase of, since last report,	34,792 31		
14. Total present amount of floating debt,	47,117 91		
15. Total present amount of funded and floating debt,			687,117 91
16. Average rate of interest per annum, paid during the year,	6 per cent.		
17. Maximum amount of debts during the year,	687,117 91		
			$2,517,117 91
[Surplus, contra,]			559,387 14
			$3,076,505 05
COST OF ROAD AND EQUIPMENT.			
18. For graduation and masonry, per last report,	$453,117 14		
19. For graduation and masonry, paid during the past year,	–		–
20. Total expended for graduation and masonry,			$453,117 14
21. For wooden bridges, per last report,	119,557 16		
22. For wooden bridges, paid during the past year,	–		–
23. Total amount expended for wooden bridges,			119,557 16
24. Total amount expended for iron bridges, (if any,)	–		–
25. For superstructure, including iron, per last report,	367,824 62		
26. For superstructure, including iron, paid during the past year,	–		–
27. Total amount expended for superstructure, including iron,			367,824 62
28. For stations, buildings and fixtures, per last report,	904,341 98		
29. For stations, buildings and fixtures, paid during the past year,	3,540 00		
30. Total amount expended for stations, buildings and fixtures,			907,881 98
31. For land, land-damages and fences, per last report,	560,047 46		
32. For land, land-damages and fences, paid during the past year,	–		–

33. Total amount expended for land, land-damages, and fences,			$560,047 46
34. For locomotives, per last report,	$92,801 76		
35. For locomotives, paid during the past year,	–		
36. Total amount expended for locomotives,			92,801 76
37. For passenger and baggage cars, per last report,	34,204 75		
38. For passenger and baggage cars, paid during the past year,	–		
39. Total amount expended for passenger and baggage cars,			34,204 75
40. For merchandise cars, per last report,	56,338 85		
41. For merchandise cars, paid during the past year,	–		
42. Total amount expended for merchandise cars,			56,338 85
43. For engineering, per last report,	47,359 07		
44. For engineering, paid during the past year,	–		
45. Total amount expended for engineering,			47,359 07
46. For agencies and other expenses, per last report,	–		
47. For agencies and other expenses, paid during the past year,	–		
48. Total amount expended for agencies and other expenses,	–		
49. Total cost of road and equipment,			$2,639,132 79
50. Amount of assets or property held by the corporation, in addition to the cost of the road,			437,372 26
			$3,076,505 05

CHARACTERISTICS OF ROAD.

51. Length of road,	26¾ miles.
52. Length of single main track,	None.
53. Length of double main track,	26¾ miles.
54. Length of branches owned by the Company, stating whether they have a single or double track, [Single track,]	1¾ miles and 585 feet.
55. Aggregate length of sidings, and other track, excepting main track and branches,	16 miles and 3,824 feet.
56. Weight of rail, per yard, in main road,	56 to 63 pounds.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	56 pounds.
58. Maximum grade, with its length, in main road,	10 ft. per mile, 6 28-100 mls.
59. Maximum grade, with its length, in branch roads,	54 feet per mile, 5,000 feet.
60. Total rise and fall in main road,	189 93-100 feet.
61. Total rise and fall in branch roads,	73 54-100 feet.
62. Shortest radius of curvature, with length of curve, in main road,	1,654 ft.—2,800 ft. radius.
63. Shortest radius of curvature, with length of curve, in branch roads,	662 feet—1,957 feet radius.
64. Total degrees of curvature, in main road,	665°
65. Total degrees of curvature, in branch roads,	108°
66. Total length of straight line, in main road,	18 miles and 2,144 feet.
67. Total length of straight line, in branches,	1 mile and 1,811 feet.
68. Aggregate length of wooden truss bridges,	63 feet.
69. Aggregate length of all other wooden bridges,	3,577 feet.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	None.
72. Number of public ways crossed at grade,	13
73. Number of railroads crossed at grade,	1
74. Remarks,	–
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	9
77. Flag stations,	13
78. Whole number of way stations,	9
79. Whole number of flag stations,	13

	DOINGS DURING THE YEAR.		
80.	Miles run by passenger trains,	255,791	
81.	Miles run by freight trains,	186,732	
82.	Miles run by other trains,	None.	
83.	Total miles run,	442,523	
84.	Number of passengers carried in the cars,	1,028,822	
85.	Number of passengers carried one mile,	12,814,022	
86.	Number of tons of merchandise carried in the cars,	541,520	
87.	Number of tons of merchandise carried one mile.	9,794,912	
88.	Number of passengers carried one mile, to and from other roads,	4,979,427	
89.	Number of tons carried one mile, to and from other roads,	7,438,074	
90.	Rate of speed adopted for express passenger trains, including stops,	30 miles an hour.	
91.	Average rate of speed actually attained by express passenger trains, including stops and detentions,	30 miles an hour.	
92.	Rate of speed adopted for accommodation trains,	25 miles an hour.	
93.	Rate of speed actually attained by accommodation trains, including stops and detentions,	25 miles an hour.	
94.	Average rate of speed actually attained by special trains, including stops and detentions,	25 miles an hour.	
95.	Average rate of speed adopted for freight trains, including stops,	10 miles an hour.	
96.	Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile,	6,407,011	
97.	Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile,	14,692,368	
	EXPENDITURES FOR WORKING THE ROAD.		
98.	For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	$88,130 29	
99.	For repairs of wooden bridges,	4,940 83	
100.	For wages of switchmen, average per month, $45 00		
101.	For wages of gate-keepers, average per month, 35 00		
102.	For wages of signal-men, average per month, 35 00	Total, 18,145 02	
103.	For wages of watchmen, average per month, 45 00		
104.	Number of men employed, exclusive of those engaged in construction,	469	
105.	For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	799 43	
106.	For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	41,856 22	
107.	Total for maintenance of way,		$153,871 89
	MOTIVE POWER AND CARS.		
108.	For repairs of locomotives,	$28,802 28	
109.	For new locomotives, to cover depreciation,	–	–
110.	For repairs of passenger cars,	15,565 12	
111.	For new passenger cars, to cover depreciation,	–	–
112.	For repairs of merchandise cars,	41,914 24	
113.	For new merchandise cars, to cover depreciation, [included above,]	–	–
114.	For repairs of gravel and other cars, [included above,]	–	–
115.	Total for maintenance of motive power and cars,		$86,281 64

116. Number of engines,	24		
117. Number of passenger cars,	25		
118. Number of baggage cars,	13		
119. Number of merchandise cars,	564		
120. Number of gravel cars,	166		
MISCELLANEOUS.			
[For fuel used for sundry purposes,]	$11,982 57		
121. For fuel used by engines during the year, viz.:—			
1. Wood, No. of cords, 6,919. Cost of the same,	33,713 40		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 3,391. Cost of same,	42,602 67		
122. For oil used by cars and engines,	} 12,862 64		
123. For waste and other material for cleaning,	}		
124. For salaries, wages and incidental expenses, chargeable to passenger department,	46,723 25		
125. For salaries, wages and incidental expenses, chargeable to freight department,	76,913 82		
126. For gratuities and damages,	12,732 75		
127. For taxes and insurance,	44,629 53		
128. For ferries,	–	–	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	8,615 37		
130. For renewals of iron, including laying down,	38,149 26		
131. For new iron laid down, deducting the value of old iron taken up, [included above,]	–	–	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	–	–	
133. For amount paid other companies, as rent for use of their roads, specifying each company,*	39,316 20		
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	18,445 02		
135. Total miscellaneous,		$386,686 48	
136. Total expenditures for working the road,		$626,840 01	
137. Total amount of interest paid during the year,		41,072 76	
		$667,912 77	
INCOME DURING THE YEAR.			
138. *For Passengers:*—			
1. On main road, including branches owned by company,	$310,169 57		
2. To and from other roads, specifying what,†	55,545 76		
139. *For Freight:*—			
1. On main road and branches owned by Co.,	243,863 43		
2. To and from other connecting roads,	198,714 89		
140. U. S. Mails, [and expresses,]	15,583 79		
141. Rents, [and miscellaneous receipts,]	11,669 61		
142. Total Income,		835,547 05	
143. Net earnings, after deducting expenses,		$167,634 28	
DIVIDENDS.			
144. 5½ per cent., [$100,650.00; U. S. Income Tax, $5,297.36; Local Tax, $16,320.11.] Total,		$122,267 47	
145. Surplus not divided,	$45,366 81		
146. Surplus last year,	514,020 33		
147. Total surplus,		559,387 14	

* Stony Brook Railroad, $122.13; Salem and Lowell Railroad, $12,075.00; Lowell and Lawrence Railroad, $15,028.20.

† Concord, Fitchburg, Worcester and Nashua, and Boston and Maine Railroads.

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—		
148. Of roads and bridges, ...	Nothing.	
149. Buildings, ...		
150. Engines and cars, ...		
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, ...	–	–
152. Mortgage debt paid since last report, . . .	–	–
153. Increase of mortgage debt since last report, .	–	–
154. Present amount of mortgage debts, . . .	–	–
155. Number of mortgages on road and franchise, or any property of the Corporation, ...	None.	

ACCIDENTS.

December 19, 1864.—Thomas Cain, while walking on the track, at Lowell, was struck by a passing train and fatally injured.

May 16, 1865.—Joshua B. Packard was injured by a locomotive, while walking on the track, at East Cambridge.

May 25, 1865.—A girl, named Kelley, was struck by a locomotive near the Fitchburg Railroad Crossing, in Somerville, and slightly injured.

May 26, 1865.—William Cevaney, an employee, while shifting cars at Boston, was caught between a platform and freight train, receiving injuries causing his death.

June 16, 1865.—Mr. Henry J. White, while walking upon the track in Winchester, was run over by a train and killed.

August 24, 1865.—Mrs. Patrick Collins, while walking upon the track at North Billerica, was struck by a passenger train and fatally injured.

September 13, 1865.—William Merritt jumped from a passenger train while in motion, at Boston, and broke his leg.

November 10, 1865.—Thomas Silloway was injured by coming in contact with a bridge while riding upon the top of a freight car.

November 17, 1865.—Mrs. Patrick Boyle was run over by a passenger train near Medford Station, and instantly killed.

F. B. CROWNINSHIELD,
J. G. ABBOTT,
WM. MINOT, JR.,
GEO. W. LYMAN,
Directors of the Boston and Lowell Railroad Corporation.

SUFFOLK, ss. January 3, 1866. Then personally appeared F. B. Crowninshield, J. G. Abbott, Wm. Minot, Jr., and Geo. W. Lyman, the aforesaid Directors, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me, JABEZ A. SAWYER, *Justice of the Peace.*

REPORT

OF THE

BOSTON AND MAINE RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$4,155,700 00
2. Number of shares of capital stock issued,	41,557	
3. Increase of capital since last report,	Nothing.	
4. Capital paid in, per last report,	$4,076,974 52	
5. Capital paid in since last report,	Nothing.	
6. Total amount of capital stock paid in,		4,076,974 52
7. Funded debt, per last report,	Nothing.	
8. Funded debt paid since last report,	Nothing.	
9. Funded debt, increase of, since last report,	Nothing.	
10. Total present amount of funded debt,	Nothing.	
11. Floating debt, per last report,	Nothing.	
12. Floating debt paid since last report,	Nothing.	
13. Floating debt, increase of, since last report,	Nothing.	
14. Total present amount of floating debt,	Nothing.	
15. Total present amount of funded and floating debt,	Nothing.	
16. Average rate of interest per annum, paid during the year,	Nothing.	
17. Maximum amount of debts during the year,	Nothing.	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	$884,067 40	
19. For graduation and masonry, paid during the past year,	Nothing.	
20. Total am't expended for graduation and masonry,		$884,067 40
21. For wooden bridges, per last report,	371,468 55	
22. For wooden bridges, paid during the past year,	Nothing.	
23. Total amount expended for wooden bridges,		371,468 55
24. Total amount expended for iron bridges (if any),	Not any.	
25. For superstructure, including iron, per last report,	984,523 89	
26. For superstructure, including iron, paid during the past year,	Nothing.	
27. Total amount expended for superstructure, including iron		984,523 89
28. For stations, buildings and fixtures, per last report,	520,722 78	
29. For stations, buildings and fixtures, paid during the past year,	Nothing.	
30. Total amount expended for stations, buildings and fixtures,		520,722 78
31. For land, land-damages and fences, per last report,	849,999 12	
32. For land, land-damages and fences, paid during the past year,	83,083 00	
33. Total amount expended for land, land-damages, and fences,		933,082 12
34. For locomotives, per last report,	202,400 00	
35. For locomotives, paid during the past year,	Nothing.	

36. Total amount expended for locomotives,		$202,400 00
37. For passenger and baggage cars, per last report,	$87,720 22	
38. For passenger and baggage cars, paid during the past year, [More charged for depreciation than paid by,]	11,035 70	
39. Total amount expended for passenger and baggage cars,		76,684 52
40. For merchandise cars, per last report,	186,854 85	
41. For merchandise cars, paid during the past year, [More charged for depreciation than paid by,]	19,382 14	
42. Total amount expended for merchandise cars,		167,472 71
43. For engineering, per last report,	In agencies, &c., below.	
44. For engineering, paid during the past year,		
45. Total amount expended for engineering,		
46. For agencies and other expenses, per last report,	272,388 94	
47. For agencies and other expenses, paid during the past year,	Nothing.	
48. Total amount expended for agencies and other expenses,		272,388 94
49. Total cost of road and equipment,		$4,412,810 91
50. Amount of assets or property held by the corporation, in addition to the cost of the road, [after deducting dividend payable Jan. 1, 1866, and adjusted and unadjusted liabilities,]	537,679 16	

CHARACTERISTICS OF ROAD.

51. Length of road,	74 26-100 miles.
52. Length of single main track,	46 47-100 miles.
53. Length of double main track,	27 79-100 miles.
54. Length of branches owned by the Company, stating whether they have a single or double track,	1 4-100 mile, double; in all 8 79-100 miles.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	22 6-10 miles.
56. Weight of rail, per yard, in main road,	Nearly three miles, 48 lbs.; balance—56 to 60.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	48, 56, 58 and 60 lbs.
58. Maximum grade, with its length, in main road,	47½ ft. per mile for 77-100 mile.
59. Maximum grade, with its length, in branch roads.	36 feet for 1 40-100 miles.
60. Total rise and fall in main road,	1,498 feet.
61. Total rise and fall in branch roads,	146 feet.
62. Shortest radius of curvature, with length of curve, in main road,	1,050 ft. radius; l'gth, 1,150 ft.
63. Shortest radius of curvature, with length of curve. in branch roads,	1,000 ft. radius; l'gth, 1,150 ft.
64. Total degrees of curvature, in main road,	1,988°
65. Total degrees of curvature, in branch roads,	456¾°
66. Total length of straight line, in main road,	49 73-100 miles.
67. Total length of straight line, in branches,	5 81-100 miles.
68. Aggregate length of wooden truss bridges,	2,612 feet.
69. Aggregate length of all other wooden bridges,	7,007 feet.
70. Aggregate length of iron bridges,	Not any.
71. Whole length of road unfenced on both sides,	1⅜ miles.
72. Number of public ways crossed at grade,	96
73. Number of railroads crossed at grade,	1 horse and 5 steam.
74. Remarks,	None.
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	20
77. Flag stations,	7
78. Whole number of way stations,	20
79. Whole number of flag stations,	7

Doings during the Year.			
80. Miles run by passenger trains,	470,980		
81. Miles run by freight trains,	238,607		
82. Miles run by other trains,	19,946		
83. Total miles run,			729,533
84. Number of passengers carried in the cars,	2,658,385		
85. Number of passengers carried one mile,	38,920,812		
86. Number of tons of merchandise carried in the cars,	278,702		
87. Number of tons of merchandise carried one mile,	9,744,142		
88. Number of passengers carried one mile to and from other roads,	12,085,331		
89. Number of tons carried one mile to and from other roads,	3,132,491		
90. Rate of speed adopted for express passenger trains, including stops,	30 miles per hour.		
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	28 miles per hour.		
92. Rate of speed adopted for accommodation trains,	24 miles per hour.		
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	23 miles per hour.		
94. Average rate of speed actually attained by special trains, including stops and detentions,	20 miles per hour.		
95. Average rate of speed adopted for freight trains, including stops,	12 miles per hour.		
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile,	13,414,026		
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile,	12,988,836		
Expenditures for Working the Road.			
98. For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	$134,187 64		
99. For repairs of wooden bridges,	28,955 80		
100. For wages of switchmen, average per month, $38 01			
101. For wages of gate-keepers, average per month, $38 18			
102. For wages of signal-men, average per month, $26 85	Total, 37,557 97		
103. For wages of watchmen, average per month, $40 08			
104. Number of men employed, exclusive of those engaged in construction,	725		
105. For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used,)	1,957 88		
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	5,763 23		
107. Total for maintenance of way,			$208,422 52
Motive Power and Cars.			
108. For repairs of locomotives,	$38,820 15		
109. For new locomotives, to cover depreciation,	23,500 00		
110. For repairs of passenger cars,	27,533 45		
111. For new passenger cars, to cover depreciation,	30,994 43		
112. For repairs of merchandise cars,	25,016 41		
113. For new merchandise cars, to cover depreciation,	38,096 60		
114. For repairs of gravel and other cars,	350 10		
115. Total for maintenance of motive power and cars,			$184,311 14
116. Number of engines,	37		
117. Number of passenger cars,	63		
118. Number of baggage cars,	17		

119. Number of merchandise cars,	744		
120. Number of gravel cars,	20 (and 27 hand-cars.)		
MISCELLANEOUS.			
121. For fuel used by engines during the year, viz. :—			
1. Wood, No. of cords, 16,161. Cost of the same,	$101,237 52		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 4,794. Cost of same,	53,712 01		
122. For oil used by cars and engines,	14,206 19		
123. For waste and other material for cleaning,	5,603 95		
124. For salaries, wages and incidental expenses chargeable to passenger department,	104,363 93		
125. For salaries, wages and incidental expenses, chargeable to freight department,	87,789 42		
126. For gratuities and damages,	1,945 10		
127. For taxes and insurance,	108,735 49		
128. For ferries,	Nothing.		
129. For repairs of station buildings, aqueducts, fixtures, furniture,	28,449 00		
130. For renewals of iron, including laying down,	Amount below.		
131. For new iron laid down, deducting the value of old iron taken up,	41,692 12		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	Nothing.		
133. For amount paid other companies, as rent for use of their roads, specifying each company,	7,500 Danvers R. R.		
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	19,427 32		
135. Total miscellaneous,		$574,662 05	
136. Total expenditures for working the road,			$967,395 71
137. Total amount of interest paid during the year,	Nothing.		
INCOME DURING THE YEAR.			
138. *For Passengers :*—			
1. On main road, including branches owned by company,	$678,546 05		
2. To and from other roads, specifying what, [Same roads as last year,]	213,470 86		
139. *For Freight :*—			
1. On main road and branches owned by company,	338,754 22		
2. To and from other connecting roads,	108,993 64		
140. U. S. Mails,	12,410 30		
141. Rents, [$20,212.17; interest, $11,461.45; surplus P. S. & Portsmouth R. R., $10,000.00,]	41,673 62		
142. Total income,		$1,393,848 69	
143. Net earnings, after deducting expenses,		$426,452 98	
[Deduct for liabilities unadjusted, and depreciation of materials,]		40,000 00	
DIVIDENDS.		$386,452 98	
144. 8 per cent. Total, [and tax, $345,743.16; tax on surplus, $1,918.09,]	$347,691 25		
145. Surplus not divided,	38,761 73		
146. Surplus last year,	834,753 82		
147. Total surplus,		$873,515 55	

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—	
148. Of roads and bridges, ...	Nothing.
149. Buildings, ...	
150. Engines and cars, ...	
MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, ...	Nothing.
152. Mortgage debt paid since last report, . . .	Nothing.
153. Increase of mortgage debt since last report, .	Nothing.
154. Present amount of mortgage debts, ...	Nothing.
155. Number of mortgages on road and franchise, or any property of the Corporation, . . .	None.

NOTE.

Included in the foregoing are the earnings and expenses, miles run, and passengers and freight carried, on the Danvers Railroad, and Newburyport Railroad, which have been, by authority of law, leased to this corporation. The rent for the use of the Newburyport Railroad has been pre-paid for one hundred years, by a loan to it for that term of time, not on interest.

The Dover and Winnipiseogee Railroad, located in the State of New Hampshire, is operated by this corporation, under a business contract, and this report contains the earnings, expenses, miles run, &c., of that road.

ACCIDENTS.

March 3, 1865. John Gilman, a laborer in freight yard at Boston, was caught between a freight train and a signal post, and so badly injured that he died the same night.

April 15, 1865. Charles H. Wheeler, a brakeman on a freight train, was thrown off between Lynnfield and West Danvers Junction, Massachusetts, caused by the train running from the track, and so badly injured that he died the same night.

July 11, 1865. Daniel Pickering, an insane man, was killed by being run over while walking on the track at East Kingston, New Hampshire.

July 15, 1865. Andrew J. Tripp, an employee, was killed by coming in contact with a bridge while on a train at Newton, New Hampshire.

July 17, 1865. D. Mulkey was found dead at Melrose, having been run over by a train.

July 29, 1865. James Britton, was killed by falling out of a baggage car from a train while in motion, at Durham, New Hampshire.

September 6, 1865. Cornelius Murphy was killed while walking on the track at Danvers, Massachusetts.

September 6, 1865. Benjamin Gledhill was killed while walking on the track at Lawrence, Massachusetts.

FRANCIS COGSWELL,
G. W. KITTREDGE,
DANIEL M. CHRISTIE,
PETER T. HOMER,
N. G. WHITE,
SAMUEL WELLS,
E. J. M. HALE,
Directors of the Boston and Maine Railroad Corporation.

SUFFOLK, ss. December 30, 1865. Then personally appeared Francis Cogswell, G. W. Kittredge, Daniel M. Christie, Peter T. Homer, N. G. White, Samuel Wells, and E. J. M. Hale, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me, HORACE B. WILBUR, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS. BOSTON, January 1, 1865. The undersigned have examined the foregoing report of the directors of the Boston and Maine Railroad, and approve the same.

WILLIAM STEVENS,
Commissioner for Massachusetts.

OLIVER WYATT,
Commissioner for New Hampshire.

REPORT

OF THE

BOSTON AND PROVIDENCE RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$3,360,000 00
2. Number of shares of capital stock issued,	33,600	
3. Increase of capital since last report,	$200,000 00	
4. Capital paid in, per last report,	3,160,000 00	
5. Capital paid in since last report,	200,000 00	
6. Total amount of capital stock paid in,		3,360,000 00
7. Funded debt, per last report,	27,720 00	
8. Funded debt paid since last report,	6,220 00	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,	21,500 00	
11. Floating debt, per last report,	None.	
12. Floating debt paid since last report,	None.	
13. Floating debt, increase of, since last report,	None.	
14. Total present amount of floating debt,	None.	
15. Total present amount of funded and floating debt,		21,500 00
16. Average rate of interest per annum, paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	27,720 00	
COST OF ROAD AND EQUIPMENT.		
[Sundry construction accounts,]	$794,750 88	
18. For graduation and masonry, per last report,	775,000 00	
19. For graduation and masonry, paid during the past year,	None.	
20. Total am't expended for graduation and masonry,		$775,000 00
21. For wooden bridges, per last report,	101,000 00	
22. For wooden bridges, paid during the past year,	None.	
23. Total amount expended for wooden bridges,		101,000 00
24. Total amount expended for iron bridges (if any),		9,840 00
25. For superstructure, including iron, per last report,	378,914 40	
26. For superstructure, including iron, paid during the past year,	None.	
27. Total amount expended for superstructure, including iron,		378,914 40
28. For stations, buildings and fixtures, per last report,	497,000 00	
29. For stations, buildings and fixtures, paid during the past year,	None.	
30. Total amount expended for stations, buildings and fixtures,		497,000 00
31. For land, land-damages and fences, per last report,	501,094 72	
32. For land, land-damages and fences, paid during the past year,	None.	

33. Total amount expended for land, land-damages and fences,		$501,094 72
34. For locomotives, per last report,	$105,300 00	
35. For locomotives paid during the past year,	None.	
36. Total amount expended for locomotives,		105,300 00
37. For passenger and baggage cars, per last report,	44,100 00	
38. For passenger and baggage cars paid during the past year,	None.	
39. Total amount expended for passenger and baggage cars,		44,100 00
40. For merchandise cars, per last report,	58,000 00	
41. For merchandise cars paid during the past year,	None.	
42. Total amount expended for merchandise cars,		58,000 00
43. For engineering, per last report,	95,000 00	
44. For engineering paid during the past year,	None.	
45. Total amount expended for engineering,		95,000 00
46. For agencies and other expenses, per last report,	None.	
47. For agencies and other expenses paid during the past year,	None.	
48. Total amount expended for agencies and other expenses,	None.	
49. Total cost of road and equipment,		$3,360,000 00
50. Amount of assets or property held by the corporation, in addition to the cost of the road,		514,907 33

CHARACTERISTICS OF ROAD.

51. Length of road,	47 miles.
52. Length of single main track,	7½ miles.
53. Length of double main track,	39½ miles.
54. Length of branches owned by the Company, stating whether they have a double or single track,	7 miles.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	6½ miles.
56. Weight of rail, per yard, in main road,	56 to 60 pounds.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	56 to 60 pounds.
58. Maximum grade, with its length, in main road,	34½ ft. per mile—26,700 ft.
59. Maximum grade, with its length, in branch roads,	52 27-100 ft. mile—1,509 ft.
60. Total rise and fall in main road,	501 41-100 feet.
61. Total rise and fall in branch roads,	306 87-100 feet.
62. Shortest radius of curvature, with length of curve, in main road,	1,900 feet—700 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	900 feet.
64. Total degree of curvature, in main road,	342 12-60 feet.
65. Total degree of curvature, in branch roads,	416 14-60 feet.
66. Total length of straight line, in main road,	35 5-8 miles.
67. Total length of straight line, in branches,	8 37-100 miles.
68. Aggregate length of wooden truss bridges,	2,086½ feet.
69. Aggregate length of all other wooden bridges,	1,520 feet.
70. Aggregate length of iron bridges,	299 feet.
71. Whole length of road unfenced on both sides,	4 miles.
72. Number of public ways crossed at grade,	42
73. Number of railroads crossed at grade,	1
74. Remarks,	–
75. Way stations for express trains,	3
76. Way stations for accommodation trains,	27
77. Flag stations,	6
78. Whole number of way stations,	27
79. Whole number of flag stations,	6

Doings During the Year.			
80. Miles run by passenger trains,	275,565		
81. Miles run by freight trains,	158,993		
82. Miles run by other trains,	15,538		
83. Total miles run,			450,096
84. Number of passenger carried in the cars,	2,032,342		
85. Number of passengers carried one mile,	28,433,801		
86. Number of tons of merchandise carried in the cars,	390,171		
87. Number of tons of merchandise carried one mile,	12,506,844		
88. Number of passengers carried one mile, to and from other roads,	11,555,664		
89. Number of tons carried one mile, to and from other roads,	5,427,654		
90. Rate of speed adopted for express passenger trains, including stops,	–	–	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	–	–	
92. Rate of speed adopted for accommodation trains,	–	–	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	–	–	
94. Average rate of speed actually attained by special trains, including stops and detentions,	–	–	
95. Average rate of speed adopted for freight trains, including stops,	–	–	
96. Estimated weight, in tons, of passenger cars, (not including passengers,) hauled one mile,	14,216,050		
97. Estimated weight, in tons, of merchandise cars, (not including freight,) hauled one mile,	18,760,266		
Expenditures for Working the Road.			
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	$73,486 64		
99. For repairs of wooden bridges,	10,000 00		
100. For wages of switchmen, average per month, $33 52			
101. For wages of gate-keepers, average per month, 26 20			
102. For wages of signal-men, average per month, 24 49			
103. For wages of watchmen, average per month, 43 04			
Total.	18,122 27		
104. Number of men employed, exclusive of those engaged in construction,	455		
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	$1,000 00		
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	5,000 00		
107. Total for maintenance of way,			$107,608 91
Motive Power and Cars.			
108. For repairs of locomotives,	$31,093 55		
109. For new locomotives, to cover depreciation,	37,400 00		
110. For repairs of passenger cars,	13,636 10		
111. For new passenger cars, to cover depreciation,	29,550 00		
112. For repairs of merchandise cars,	7,970 33		
113. For new merchandise cars, to cover depreciation,	39,464 00		
114. For repairs of gravel and other cars,	Nothing.		
115. Total for maintenance of motive power and cars,			$159,113 98
116. Number of engines,	28		
117. Number of passenger cars,	39		

118. Number of baggage cars,	11.		
119. Number of merchandise cars,	298		
120. Number of gravel cars,	50		
MISCELLANEOUS.			
[Cost of water,]	$2,519 01		
121. For fuel used by engines during the year, viz. :—			
1. Wood, No. of cords, 1,764. Cost of the same,	8,811 92		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 7,448. Cost of the same,	90,493 20		
122. For oil used by cars and engines,	8,793 59		
123. For waste and other material for cleaning,	2,957 11		
124. For salaries, wages and incidental expenses, chargeable to passenger department,	72,006 28		
125. For salaries, wages and incidental expenses, chargeable to freight department,	125,070 25		
126. For gratuities and damages,	5,000 00		
127. For taxes and insurance, [including U. S. Government and State Taxes,]	128,126 83		
128. For ferries,	Nothing.		
129. For repairs of station buildings, aqueducts, fixtures, furniture,	82,609 22		
130. For renewals of iron, including laying down,	} 32,000 00		
131. For new iron laid down, deducting the value of old iron taken up,			
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	None.		
133. For amount paid other companies, as rent for use of their roads, specifying each company,	None.		
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	27,450 84		
135. Total miscellaneous,		$585,838 25	
136. Total expenditures for working the road, [including taxes,]		$852,561 14	
137. Total amount of interest paid during the year,		2,209 60	
		$854,770 74	
INCOME DURING THE YEAR.			
138. *For Passengers:* —			
1. On main road, including branches owned by company,	$389,342 93		
2. To and from other roads, specifying what,	234,793 93		
139. *For Freight:* —			
1. On main road and branches owned by Co.,	358,920 05		
2. To and from other connecting roads,	188,835 56		
140. U. S. mails, [$9,575; interest rec'd, $13,707.86,]	23,282 86		
141. Rents, [$12,256.55; express, $13,672.20,]	25,928 75		
142. Total income,		$1,221,104 08	
143. Net earnings, after deducting expenses,	366,333 34		
DIVIDENDS.			
144. 10 Per cent. Total,	$331,000 00		
145. Surplus not divided,	35,333 34		
146. Surplus last year, [$420,439.49; add. bal. premium on stock sold, $37,634.50,]	458,073 99		
147. Total surplus,		$493,407 33	

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—	
148. Of roads and bridges, ...	None.
149. Buildings, ...	
150. Engines and cars, ...	
MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, ...	None.
152. Mortgage debt paid since last report, . . .	
153. Increase of mortgage debt since last report, .	
154. Present amount of mortgage debts, . . .	
155. Number of mortgages on road and franchise, or any property of the Corporation, . . .	

ACCIDENTS.

December 10, 1864.—Patrick Conley, walking on track near Worcester crossing, was struck by 4.40 P. M. train from Dedham, and severely injured. He was intoxicated at the time.

December 21, 1864.—Henry A. Hutchinson, brakeman, had his legs jammed between platforms of cars. One of his legs was afterwards amputated.

April 8, 1865.—George Bucsson, five years of age, playing on track in Roxbury, was struck by train and slightly injured.

April 13, 1865.—Joseph Baker, aged 84, standing near track between West Roxbury and Dedham, was struck by train and fatally injured.

May 20, 1865.—Henry Gray fell under cars in attempting to get on after train had started from Mansfield. He died the next day.

July 13, 1865.—Edward McDonald fell (or was pushed) from express train near Pawtucket, and was instantly killed.

August 3, 1865.—Geo. W. Crowell, walking on track near Hyde Park, was run over by night mail train and killed.

August 29, 1865.—Wm. Thompson, while walking on track between Mansfield and W. Mansfield, was run over and killed.

September 13, 1865.—Thos. Hammond (colored,) jumped from mail train near Pawtucket Station, and was killed.

C. H. WARREN,
G. W. HALLETT,
S. T. DANA,
C. C. CHADWICK,
Directors of the Boston and Providence Railroad Corporation.

SUFFOLK, ss. January 3, 1866. Then personally appeared C. H. Warren, G. W. Hallett, Samuel T. Dana and C. C. Chadwick, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before A. A. FOLSOM, *Justice of the Peace.*

REPORT

OF THE

BOSTON AND WORCESTER RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$4,500,000 00
2. Number of shares of capital stock issued,	45,000	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	$4,500,000 00	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		4,500,000 00
7. Funded debt, per last report,	None.	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,	None.	
11. Floating debt, per last report,	229,060 97	
12. Floating debt paid since last report,	–	
13. Floating debt, increase of, since last report,	276,153 05	
14. Total present amount of floating debt,		505,214 02
15. Total present amount of funded and floating debt,*		505,214 02
16. Average rate of interest per annum paid during the year,	None.	
17. Maximum amount of debts during the year,	505,214 02	
Cost of Road and Equipment.		
18. For graduation and masonry, per last report,	$660,000 00	
19. For graduation and masonry paid during the past year,	None.	
20. Total am't expended for graduation and masonry,		$660,000 00
21. For wooden bridges, per last report,	240,000 00	
22. For wooden bridges paid during the past year,	None.	
23. Total amount expended for wooden bridges,		240,000 00
24. Total amount expended for iron bridges, (if any,)	None.	
25. For superstructure, including iron, per last report,	1,325,000 00	
26. For superstructure, including iron, paid during the past year,	None.	
27. Total amount expended for superstructure, including iron,		1,325,000 00
28. For stations, buildings and fixtures, per last report,	745,000 00	
29. For stations, buildings and fixtures paid during the past year,	None.	
30. Total amount expended for stations, buildings and fixtures,		745,000 00
31. For land, land-damages and fences, per last report,	873,000 00	
32. For land, land-damages and fences paid during the past year,	None.	

* Floating debt consists of unpaid dividends, balance to other roads, pay-rolls, bills unpaid on the first of December.

33. Total amount expended for land, land-damages, and fences,		$873,000 00
34. For locomotives, per last report,	$179,425 23	
35. For locomotives paid during the past year,	None.	
36. Total amount expended for locomotives,		179,425 33
37. For passenger and baggage cars, per last report,	75,565 76	
38. For passenger and baggage cars paid during the past year,	None.	
39. Total amount expended for passenger and baggage cars,		75,565 76
40. For merchandise cars, per last report,	182,425 33	
41. For merchandise cars paid during the past year,	None.	
42. Total amount expended for merchandise cars,		182,425 33
43. For engineering, per last report,	219,583 68	
44. For engineering paid during the past year,	None.	
45. Total amount expended for engineering,		219,583 68
46. For agencies and other expenses, per last report,	None.	
47. For agencies and other expenses paid during the past year,	None.	
48. Total amount expended for agencies and other expenses,	None.	
49. Total cost of road and equipment,		4,500,000 00
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	1,413,788 96	

Characteristics of Road.

51. Length of road,	44⅝ miles.
52. Length of single main track,	None.
53. Length of double main track,	44⅝ miles.
54. Length of branches owned by the Company, stating whether they have a single or double track,	24 miles, single track.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	17½ miles.
56. Weight of rail, per yard, in main road,	60 and 80 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	39, 50 and 60 lbs.
58. Maximum grade, with its length, in main road,	30 feet for 10¼ miles, and 37½ feet for 1,100 feet.
59. Maximum grade, with its length, in branch roads,	30 feet for 2½ miles, and 37 feet for 1¾ miles.
60. Total rise and fall in main road,	714 feet.
61. Total rise and fall in branch roads,	316 feet.
62. Shortest radius of curvature, with length of curve, in main road,	600 feet for 900 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	500 feet for 1,080 feet.
64. Total degrees of curvature, in main road,	1,855°
65. Total degrees of curvature, in branch roads,	1,228°
66. Total length of straight line, in main road,	26 2-10 miles.
67. Total length of straight line, in branches,	15⅞ miles.
68. Aggregate length of wooden truss bridges,	250 feet.
69. Aggregate length of all other wooden bridges,	1,628 feet on main road, 1,490 feet on branches.
70. Aggregate length of iron bridges,	125 feet.
71. Whole length of road unfenced on both sides,	About 10 miles.
72. Number of public ways crossed at grade,	44 on main road, 27 on branches.
73. Number of railroads crossed at grade,	2—B. & P. and W. & N.
74. Remarks,	– –
75. Way stations for express trains,	1—Framingham.

76. Way stations for accommodation trains,		14 on main, 16 on branches.	
77. Flag stations,		17	
78. Whole number of way stations,		30	
79. Whole number of flag stations,		17	
Doings During the Year.			
80. Miles run by passenger trains,		433,359	
81. Miles run by freight trains,		217,598	
82. Miles run by other trains,		18,277	
83. Total miles run,			669,234
84. Number of passengers carried in the cars,		2,386,186	
85. Number of passengers carried one mile,		40,499,466	
86. Number of tons of merchandise carried in the cars,		427,404	
87. Number of tons of merchandise carried one mile,		16,050,097	
88. Number of passengers carried one mile, to and from other roads,		15,432,410	
89. Number of tons carried one mile, to and from other roads,		12,065,111	
90. Rate of speed adopted for express passenger trains, including stops,		31 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,		31 miles per hour.	
92. Rate of speed adopted for accommodation trains,		22 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,		22 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,		20 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops,		11 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,		20,666,510	
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,		23,020,543	
Expenditures for Working the Road.			
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,		$90,436 15	
99. For repairs of wooden bridges,		1,551 44	
100. For wages of switchmen, average per month,	$49 80	Total,	23,479 30
101. For wages of gate-keepers, average per month,	20 22		
102. For wages of signal-men, average per month,	31 70		
103. For wages of watchmen, average per month,	54 29		
104. Number of men employed, exclusive of those engaged in construction,		693	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)		Included in road and engine repairs.	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,		Included in road and building repairs.	
107. Total for maintenance of way,			$115,466 89
Motive Power and Cars.			
108. For repairs of locomotives,		$76,247 82	
109. For new locomotives, [for increased business,]		51,695 00	
110. For repairs of passenger cars, [and]		72,479 10	
111. For new passenger cars, [for increased business,]			
112. For repairs of merchandise cars,		20,743 72	

113.	For new merchandise cars, [in process of construction for increased business,] . . .	$20,000 00
114.	For repairs of gravel and other cars, . . .	None.
115.	Total for maintenance of motive power and cars,	$241,165 64
116.	Number of engines, ...	35
117.	Number of passenger cars, ...	54 8-w., 1 4-w.; also 2-5 of 5 on Steamboat train, and 44-234 of 24 on Land Route trains.
118.	Number of baggage cars, ...	9 8-wh., also, 2-5 of 2 on Steamboat, and 44-234 of 14 on Land Route trains.
119.	Number of merchandise cars, ...	295 8-wh., 9 4-wh.,= 596
120.	Number of gravel cars, ...	4-wh. None.
	MISCELLANEOUS.	
121.	For fuel used by engines during the year, viz.:—	
	1. Wood, No. of cords, 8,112. Cost of the same,	
	2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 7,200. Cost of same, . .	$130,614 69
122.	For oil used by cars and engines, . . .	13,072 50
123.	For waste and other material for cleaning, .	2,718 51
124.	For salaries, wages and incidental expenses, chargeable to passenger department, . .	114,344 11
125.	For salaries, wages and incidental expenses, chargeable to freight department, . . .	173,222 98
126.	For gratuities and damages, ...	8,178 43
127.	For taxes and insurance, [including State tax, $81,596.05,]	114,029 95
	[For U. S. government tax,]	44,383 30
128.	For ferries, ...	None.
129.	For repairs of station buildings, aqueducts, fixtures, furniture, [including new buildings,] .	68,570 15
130.	For renewals of iron, including laying down, [included in road repairs,]	— —
131.	For new iron laid down, deducting the value of old iron taken up, ...	64,170 61
132.	For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, ...	None.
133.	For amount paid other companies, as rent for use of their roads, specifying each company, [Agricultural Branch,]	20,969 07
134.	For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . .	49,199 64
135.	Total miscellaneous, ...	$803,473 94
136.	Total expenditures for working the road, . .	1,160,106 47
137.	Total amount of interest paid during the year,	None.
	INCOME DURING THE YEAR.	
138.	*For Passengers:*—	
	1. On main road, including branches owned by company, [$606,668.92,] . . .	
	2. To and from other roads, specifying what, [$396,489.27,]	$1,626,657 82
139.	*For Freight:*—	
	1. On main road and branches owned by company, [$252,129.84,]	
	2. To and from other connecting roads, [$371,369.79,]	

140. U. S. Mails,	$13,712 47		
141. Rents,	21,635 85		
142. Total income,	35,157 96		
[Interest and other income,]		$1,697,164 10	
143. Net earnings, after deducting expenses,		537,057 63	
DIVIDENDS.			
144. 10 per cent. Total, [including government tax on same,]	$473,684 20		
145. Surplus not divided,	63,353 43		
146. Surplus last year, [reduced by purchase of real estate,]	526,477 17		
147. Total surplus,		$589,830 60	
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—			
148. Of roads and bridges,	None.		
149. Buildings,	None.		
150. Engines and cars,	None.		
MORTGAGE DEBTS.			
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	None.		
152. Mortgage debt paid since last report,	None.		
153. Increase of mortgage debt since last report,	None.		
154. Present amount of mortgage debts,	None.		
155. Number of mortgages on road and franchise, or any property of the Corporation,	None.		

ACCIDENTS DURING THE YEAR.

February 26, 1865.—Miss Fanny Rogers, in leaving the cars while the train was in motion, fell between the platform of the station and the cars. Was taken to her home in Brookline, but died the next day.

February 27.—John P. Hayes, while walking on the track in Grafton, was run over and instantly killed.

March 24.—Patrick Crowley, in attempting to pick some coal from the track, in front of a passing engine, was run over and instantly killed.

June 24.—John Craney, while attempting to get upon the cars at Milford, after the train had started, fell, was run over, and instantly killed.

July 4.—Margaret Conway took the train at Natick; after riding about one mile, she jumped from the cars while the train was running at high speed. Both her legs were broken, and she was taken to the hospital, but died the next day.

July 31.—Daniel L. Sullivan, while riding carelessly upon the platform of the car, and trying to reach the side of the Charles River bridge with his foot, fell off, was run over, and instantly killed.

John McGowen, laborer on the track near Ashland, was run over and instantly killed.

August 19.—Richard T. Williams, of South Boston, stepped out of the cars at Natick Station, to look at the village while the train stopped, and in attempting to regain his seat after the train had started, fell, and had one foot so badly injured that amputation was necessary.

September 2.—Cornelius Donahue, while walking on the track between the Providence Railroad Crossing and the Milldam, (in Boston,) was run over and instantly killed.

September 23.—John King, a lad seven years old, while playing on the track near the Tremont Street Bridge, in Boston, was hit by a passing train. He was taken to the hospital, but died from his injuries.

October 2.—Mrs. Sarah Tuck, of Beverly, fell between the cars at the Framingham Station, was run over, and instantly killed.

October 27.—Frank Evans (brakeman) fell from a freight car near the Ferdinand Street Bridge, in Boston, was run over, and instantly killed.

November 7.—W. A. Butts, a school boy, in stepping off the cars at Newton Corner before the train had stopped, fell, and was fatally injured.

November 24.—Edward Lambert, of Holliston, in attempting to get upon the cars at the Natick station, after the train had started, fell, and was seriously injured.

GINERY TWICHELL,
DANIEL DENNY,
NATH'L HAMMOND,
BENJ. F. WHITE,
EMORY WASHBURN,
PETER T. HOMER,
D. WALDO LINCOLN,
WILLIAM CLAFLIN,
GEO. P. UPHAM,

Directors of the Boston and Worcester Railroad Corporation.

SUFFOLK, ss. January 2, 1866. Then personally appeared Ginery Twichell, Daniel Denny, Benj. F. White, Emory Washburn, Peter T. Homer, D. Waldo Lincoln, William Claflin, and George P. Upham, and severally made oath, and Nathaniel Hammond and affirmed to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me, GEO. S. HALE, *Justice of the Peace.*

REPORT

OF THE

BOSTON, HARTFORD AND ERIE R. R. CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$20,000,000 00
2. Number of shares of capital stock issued,	117,755	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	$9,288,047 06	
5. Capital paid in since last report,	2,487,452 94	
6. Total amount of capital stock paid in,		11,775,500 00
7. Funded debt, per last report,	4,878,900 00	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of, since last report,	2,703,000 00	
10. Total present amount of funded debt,		7,581,900 00
11. Floating debt, per last report,	356,983 24	
12. Floating debt paid since last report,	285,096 37	
13. Floating debt, increase of, since last report,	None.	
14. Total present amount of floating debt,		71,886 87
15. Total present amount of funded and floating debt,		7,653,786 87
16. Average rate of interest per annum, paid during the year,	About eight per cent.	
17. Maximum amount of debts during the year,	7,653,786 87	
COST OF ROAD AND EQUIPMENT [IN MASS.]		
18. For graduation and masonry per last report,	$2,503,399 57	
19. For graduation and masonry paid during the past year,	2,764,921 16	
20. Total amount expended for graduation and masonry,		$5,268,320 73
21. For wooden bridges, per last report,	346,861 44	
22. For wooden bridges paid during the past year,	45,242 20	
23. Total amount expended for wooden bridges,		392,103 64
24. Total amount expended for iron bridges, (if any,)	Nothing.	
25. For superstructure, including iron, per last report,	1,086,519 91	
26. For superstructure, including iron, paid during the past year,	52,147 19	
27. Total amount expended for superstructure, including iron,		1,138,667 10
28. For stations, buildings and fixtures, per last report,	91,762 30	
29. For stations, buildings and fixtures, paid during the past year,	17,037 42	
30. Total amount expended for stations, buildings and fixtures,		108,799 72
31. For land, land-damages and fences, per last report,	900,036 83	
32. For land, land-damages and fences, paid during the past year,	64,232 28	
33. Total amount expended for land, land-damages and fences,		964,269 11

34. For locomotives, per last report,	$183,317 41	
35. For locomotives paid during the past year,	–	–
36. Total amount expended for locomotives,		$183,317 41
37. For passenger and baggage cars, per last report,	37,669 62	
38. For passenger and baggage cars paid during the past year,	–	–
39. Total amount expended for passenger and baggage cars,		37,669 62
40. For merchandise cars, per last report,	111,641 78	
41. For merchandise cars paid during the year,	667 06	
42. Total amount expended for merchandise cars,		112,308 84
43. For engineering, per last report,	109,564 35	
44. For engineering paid during the past year,	11,555 76	
45. Total amount expended for engineering,		121,120 11
46. For agencies and other expenses, per last report,	1,099,049 08	
47. For agencies and other expenses paid during the past year,	257,783 09	
48. Total amount expended for agencies and other expenses,		1,356,832 17
49. Total cost of road and equipment, [in Massachusetts,]		$9,683,408 45
50. Amount of assets or property held by the corporation in addition to the cost of the road,	–	–
[Additional cost in Connecticut, Rhode Island and New York,]		6,548,836 70
[Total cost of whole road,]		16,232,245 15
Characteristics of Road [in Massachusetts.*]		
51. Length of road,	84.97 miles.	
52. Length of single main track,	82.22 miles.	
53. Length of double main track,	2.75 miles.	
54. Length of branches owned by the company, stating whether they have a single or double track,	14 miles, single track.	
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	4.09 miles.	
56. Weight of rail, per yard, in main road,	50 to 63 pounds.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	50 to 63 pounds.	
58. Maximum grade, with its length, in main road,	59.66 feet mile, 8,300 feet.	
59. Maximum grade, with its length, in branch roads,	66 feet per mile, 900 feet.	
60. Total rise and fall in main road,	2,305.7 feet.	
61. Total rise and fall in branch roads,	310 feet.	
62. Shortest radius of curvature, with length of curve, in main road,	991 feet length—1,350 feet.	
63. Shortest radius of curvature, with length of curve, in branch roads,	995 feet length—1,195 feet.	
64. Total degrees of curvature, in main road,	1,920° 52′	
65. Total degrees of curvature, in branch roads,	796° 15′	
66. Total length of straight line, in main road,	60.96 miles.	
67. Total length of straight line, in branches,	7.66 miles.	
68. Aggregate length of wooden truss bridges,	3,510 feet.	
69. Aggregate length of all other wooden bridges,	5,704 feet.	
70. Aggregate length of iron bridges,	37 feet.	
71. Whole length of road unfenced on both sides,	16.61 miles.	
72. Number of public ways crossed at grade,	86	
73. Number of railroads crossed at grade,	1	
74. Remarks,	–	
75. Way stations for express trains,	–	
76. Way stations for accommodation trains,	11	

* Whole length of line in Massachusetts, Rhode Island, Connecticut and New York, is about four hundred miles, of which about two hundred and forty miles is ironed and in operation, or nearly ready.

77. Flag stations,	8		
78. Whole number of way stations,	11		
79. Whole number of flag stations,	8		
DOINGS DURING THE YEAR.			
80. Miles run by passenger trains,	70,780		
81. Miles run by freight trains,	23,975		
82. Miles run by other trains,	248		
83. Total miles run,			95,003
84. Number of passengers carried in the cars,	280,849		
85. Number of passengers carried one mile,	2,346,979		
86. Number of tons of merchandise carried in the cars,	22,432		
87. Number of tons of merchandise carried one mile,	495,067		
88. Number of passengers carried one mile, to and from other roads,	1,984,214		
89. Number of tons carried one mile, to and from other roads,	384,889		
90. Rate of speed adopted for express passenger trains, including stops,	None.		
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	None.		
92. Rate of speed adopted for accommodation trains,	19 miles per hour.		
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	19 miles per hour.		
94. Average rate of speed actually attained by special trains, including stops and detentions,	19 miles per hour.		
95. Average rate of speed adopted for freight trains, including stops,	12 miles per hour.		
96. Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile,	1,732,458		
97. Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile,	1,216,320		
EXPENDITURES FOR WORKING THE ROAD.*			
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	$13,585 19		
99. For repairs of wooden bridges,	919 10		
100. For wages of switchmen, average per month, $			
101. For wages of gate-keepers, average per month,			
102. For wages of signal-men, average per month,	Total, 1,924 25		
103. For wages of watchmen, average per month, 48 00			
104. Number of men employed, exclusive of those engaged in construction,	70		
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	830 67		
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	155 81		
107. Total for maintenance of way,			$17,415 02
MOTIVE POWER AND CARS.			
108. For repairs of locomotives,	$11,808 06		
109. For new locomotives, to cover depreciation,	Nothing.		
110. For repairs of passenger cars,	2,380 02		

* Those portions of the road formerly known as the Hartford, Providence and Fishkill, and the Norfolk County Railroad, are operated by trustees in possession under mortgages, and the doings herein given relate only to the thirty-four miles of the Woonsocket Division.

111. For new passenger cars to cover depreciation, .	Nothing.	
112. For repairs of merchandise cars, . . .	$3,035 37	
113. For new merchandise cars to cover depreciation,	Nothing.	
114. For repairs of gravel and other cars, . . .	Nothing.	
115. Total for maintenance of motive power and cars,		$17,223 45
116. Number of engines, ...	12	
117. Number of passenger cars, ...	4	
118. Number of baggage cars, ...	2—passenger and baggage.	
119. Number of merchandise cars, ...	37	
120. Number of gravel cars, ...	114	
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz.:—		
1. Wood, number of cords, . Cost of the same, ...	$37,291 53	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . Cost of same, . . [These two items cannot be separated.] . .		
122. For oil used by cars and engines, . . .	2,246 93	
123. For waste and other material for cleaning, . .	594 76	
124. For salaries, wages, and incidental expenses, chargeable to passenger department, . .	15,654 63	
125. For salaries, wages, and incidental expenses, chargeable to freight department, . . .	7,144 40	
126. For gratuities and damages, ...	1,725 46	
127. For taxes and insurance.	1,686 75	
128. For ferries, ...	Nothing.	
129. For repairs of station buildings, aqueducts, fixtures, furniture, ...	340 35	
130. For renewals of iron, including laying down, .	Nothing.	
131. For new iron laid down, deducting the value of old iron taken up, ...	Nothing.	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, [Boston and Worcester,]	24,721 19	
133. For amount paid other companies as rent for use of their roads, specifying each company, . .	Nothing.	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, ...	2,871 56	
135. Total miscellaneous, ...		$94,277 56
136. Total expenditures for working the road, . .		$128,916 03
137. Total amount of interest paid during the year, .		157,166 41
INCOME DURING THE YEAR.		
138. *For Passengers:*—		
1. On main road, including branches owned by company, ...	$10,403 21	
2. To and from other roads, specifying what, . [Boston and Worcester,]	56,560 61	
139. *For Freight:*		
1. On main road and branches owned by company, ...	3,530 27	
2. To and from other connecting roads, . . [Boston and Worcester,]	30,867 77	
140. United States mails, ...	1,684 00	
141. Rents, ...	7,001 20	
142. Total income, ...		$110,047 06
143. Net earnings, after deducting expenses, . .	Nothing.	

DIVIDENDS.	
144. per cent. Total,	None.
145. Surplus not divided,	None.
146. Surplus last year,	$13,476 63
147. Total surplus,	None.
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—	
148. Of roads and bridges,	None.
149. Buildings,	None.
150. Engines and cars,	None.
MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	$4,878,900 00
152. Mortgage debt paid since last report,	None.
153. Increase of mortgage debt since last report,	2,703,000 00
154. Present amount of mortgage debts,	7,581,900 00
155. Number of mortgages on road and franchise, or any property of the corporation,	9

ACCIDENTS.

December 8, 1864.—John Rand, brakeman on freight train, fell from the cars while the train was in motion, and was fatally injured.

January 24, 1865.—John Colbert, while attempting to get upon a passenger train after it had started from the station, at Needham, Mass., fell, was run over and killed.

GEO. M. BARTHOLOMEW,
JOS. W. CLARK,
HENRY J. GARDNER,
JAMES M. BEEBE,
JAS. L. LITTLE,

Directors of the Boston, Hartford and Erie Railroad Corporation.

, ss. December , 186 . Then personally appeared Geo. M. Bartholomew, J. W. Clark, Henry J. Gardner, James M. Beebe and James L. Little, and severally made oath that the foregoing statement by them subscribed is true, according to their best knowledge and belief.

Before SAM'L W. BATES, *Justice of the Peace.*

BOSTON, January 3, 1866.

I hereby certify that I have examined the foregoing Report; believe the same to be correct, and hereby approve the same. M. M. FISHER,

Commissioner for Massachusetts.

The Annual Report of the Commissioner of the late New York and Boston Railroad Company, now merged into the Boston, Hartford and Erie Railroad Company, to the Legislature of Massachusetts.

The undersigned, Commissioner for Massachusetts, being duly authorized and required by an Act of the Legislature, approved May 14, 1864, has this day examined the books of the Boston, Hartford and Erie Railroad Company, and hereby certifies that separate accounts of the expenditures of said Company in the several States of Massachusetts, Rhode Island, and Connecticut, have been duly kept, as required by law; and he finds that the following expenditures have been made in the several States upon that portion of the road of said Company derived from the New York and Boston Railroad Company, to wit:

Expended for construction in the State of Connecticut, . . .	$270,597 16
For do. in the State of Rhode Island, ...	408,939 16
For do. in the State of Massachusetts, ...	1,338,244 26
	$2,017,780 58
Total cost of the equipment of the road operated from Brookline, Massachusetts, to Woonsocket, Rhode Island, ...	82,880 25
	$2,100,660 83

As less than one mile of the road now in operation lies in the State of Rhode Island, and as the income of the road, as yet, does not exceed the expenditure, the Commissioner deems it unnecessary to make any apportionment of the cost of the equipment or of the current expenditures and receipts until this portion of the road is operated to a greater extent beyond the limits of this Commonwealth.

For general information the Commissioner would state that about one-fourth part of the receipts of the road now in operation is derived from Woonsocket, in Rhode Island. All which is respectfully submitted.

M. M. FISHER,
Commissioner for Massachusetts.

Boston, Jan. 3, 1866.

REPORT

OF THE

CAPE COD RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$600,000 00
2. Number of shares of capital stock issued,	10,000	
3. Increase of capital since last report,	–	–
4. Capital paid in, per last report,	$681,665 94	
5. Capital paid in since last report,	40,260 00	
6. Total amount of capital stock paid in,		721,925 94
7. Funded debt, per last report,	102,900 00	
8. Funded debt paid since last report,	77,200 00	
9. Funded debt, increase of, since last report,	–	–
10. Total present amount of funded debt,		25,700 00
11. Floating debt, per last report,	–	–
12. Floating debt paid since last report,	–	–
13. Floating debt, increase of, since last report,	–	–
14. Total present amount of floating debt,	15,000 00	
15. Total present amount of funded and floating debt,		40,700 00
16. Average rate of interest per annum paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	102,900 00	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	$207,921 30	
19. For graduation and masonry paid during the past year,	–	–
20. Total amount expended for graduation and masonry,		$207,921 30
21. For wooden bridges, per last report,	30,305 54	
22. For wooden bridges paid during the past year,	–	–
23. Total amount expended for wooden bridges,		30,305 54
24. Total amount expended for iron bridges, (if any,)	–	–
25. For superstructure, including iron, per last report,	433,120 99	
26. For superstructure, including iron, paid during the past year,	–	–
27. Total amount expended for superstructure, including iron,		433,120 99
28. For stations, buildings and fixtures, per last report,	91,289 83	
29. For stations, buildings and fixtures paid during the past year,	–	–
30. Total amount expended for stations, buildings and fixtures,		91,289 83
31. For land, land-damages and fences, per last report,	76,823 96	
32. For land, land-damages and fences paid during the past year,	–	–
33. Total amount expended for land, land-damages and fences,		76,823 96
34. For locomotives, per last report,	54,545 96	

35. For locomotives, paid during the past year,	–	–
36. Total amount expended for locomotives,		$54,545 96
37. For passenger and baggage cars, per last report,	$31,083 73	
38. For passenger and baggage cars paid during the past year,	–	–
39. Total amount expended for passenger and baggage cars,		31,083 73
40. For merchandise cars, per last report,	38,235 04	
41. For merchandise cars paid during the past year,		–
42. Total amount expended for merchandise cars,		38,235 04
43. For engineering, per last report,	21,054 95	
44. For engineering paid during the past year,	–	–
45. Total amount expended for engineering,		21,054 95
46. For agencies and other expenses, per last report,	47,243 85	
47. For agencies and other expenses paid during the past year,	–	–
48. Total amount expended for agencies and other expenses,		47,243 85
49. Total cost of road and equipment,		$1,031,625 15
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	73,712 72	
[Less amount of unclaimed dividends and balances due from the Corporation,]	7,245 60	
	$66,467 12	

Characteristics of Road.

51. Length of road,	46.01 miles.
52. Length of single main track,	46.01 miles.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	1.04 miles, single track.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	2.70 miles.
56. Weight of rail, per yard, in main road,	56 pounds.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	56 pounds.
58. Maximum grade, with its length, in main road,	47.52 feet for 2.79 miles.
59. Maximum grade, with its length, in branch roads,	40 feet for small distance.
60. Total rise and fall in main road,	956.19 feet.
61. Total rise and fall in branch roads,	22 feet.
62. Shortest radius of curvature, with length of curve, in main road,	1,432.4 feet for 1,100 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	300 feet for small distance.
64. Total degrees of curvature in main road,	1,147° 26′ 44″
65. Total degrees of curvature in branch roads,	233°
66. Total length of straight line in main road,	30.25 miles.
67. Total length of straight line in branches,	0.21 miles.
68. Aggregate length of wooden truss bridges,	179 feet.
69. Aggregate length of all other wooden bridges,	434 feet.
70. Aggregate length of iron bridges,	–
71. Whole length of road unfenced on both sides,	½ mile.
72. Number of public ways crossed at grade,	44
73. Number of railroads crossed at grade,	None.
74. Remarks,	–
75. Way stations for express trains,	
76. Way stations for accommodation trains,	13
77. Flag stations,	2
78. Whole number of way stations,	13
79. Whole number of flag stations,	2

	DOINGS DURING THE YEAR.		
80.	Miles run by passenger trains,	57,000	
81.	Miles run by freight trains,	30,500	
82.	Miles run by other trains,	500	
83.	Total miles run,		88,000
84.	Number of passengers carried in the cars,	174,100	
85.	Number of passenger carried one mile,	4,107,600	
86.	Number of tons of merchandise carried in the cars,	43,800	
87.	Number of tons of merchandise carried one mile,	744,000	
88.	Number of passengers carried one mile, to and from other roads,	3,230,500	
89.	Number of tons carried one mile, to and from other roads,	636,200	
90.	Rate of speed adopted for express passenger trains, including stops,	–	
91.	Average rate of speed actually attained by express passenger trains, including stops and detentions,	–	
92.	Rate of speed adopted for accommodation trains,	22 miles per hour.	
93.	Rate of speed actually attained by accommodation trains, including stops and detentions,	22 miles per hour.	
94.	Average rate of speed actually attained by special trains, including stops and detentions,	–	
95.	Average rate of speed adopted for freight trains, including stops,	13 miles per hour.	
96.	Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	–	
97.	Estimated weight in tons of merchandise cars (not including freight,) hauled one mile,		
	EXPENDITURES FOR WORKING THE ROAD.		
98.	For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	$17,925 45	
99.	For repairs of wooden bridges,	1,196 78	
100.	For wages of switchmen, average per month, $	Total, 2,306 00	
101.	For wages of gate-keepers, average per month,		
102.	For wages of signal-men, average per month,		
103.	For wages of watchmen, average per month,		
104.	Number of men employed, exclusive of those engaged in construction,	–	–
105.	For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	–	–
106.	For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	530 48	
107.	Total for maintenance of way,		$21,958 71
	MOTIVE POWER AND CARS.		
108.	For repairs of locomotives,	$8,417 86	
109.	For new locomotives, to cover depreciation,	–	–
110.	For repairs of passenger cars,	10,934 50	
111.	For new passenger cars, to cover depreciation,	–	–
112.	For repairs of merchandise cars,	5,961 64	
113.	For new merchandise cars, to cover depreciation,	–	–
114.	For repairs and other cars, [included in repairs of merchandise cars,]	–	–
115.	Total for maintenance of motive power and cars,		$25,314 00
116.	Number of engines,	7	
117.	Number of passenger cars,	11	

118. Number of baggage cars,	5		
119. Number of merchandise cars,	41		
120. Number of gravel cars,	60		
MISCELLANEOUS.			
121. For fuel used by engines during the year, viz.:—			
1. Wood, number of cords, 1,055. Cost of the same,	$5,538 75		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 450. Cost of same,	4,950 00		
122. For oil used by cars and engines,	1,248 63		
123. For waste and other material for cleaning,	346 78		
124. For salaries, wages and incidental expenses, chargeable to passenger department,	9,651 33		
125. For salaries, wages and incidental expenses, chargeable to freight department,	4,825 66		
126. For gratuities and damages,	913 98		
127. For taxes and insurance,	17,585 05		
128. For ferries,	–	–	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	1,915 51		
130. For renewals of iron [and sleepers,] laying down, [included in road repairs,]	7,615 99		
131. For new iron laid down, deducting the value of old iron taken up,	–	–	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	–	–	
133. For amount paid other companies, as rent for use of their roads, specifying each company,	–	–	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	7,471 43		
135. Total miscellaneous,		$62,063 11	
136. Total expenditures for working the road,		$109,335 82	
137. Total amount of interest paid during the year,	3,953 92		
INCOME DURING THE YEAR.			
138. *For Passengers* :—			
1. On main road, including branches owned by company,	$24,629 31		
2. To and from other roads, specifying what, [Old Colony and Newport and Fairhaven Railroads,]	100,262 10		
139. *For Freight* :—			
1. On main road and branches owned by company,	11,425 32		
2. To and from other connecting roads,	22,827 08		
140. U. S. Mails,	5,500 00		
141. Rents, [wharfage and profit and loss,]	2,386 85		
142. Total income,		$167,030 66	
143. Net earnings, after deducting expenses,		57,694 84	
DIVIDENDS.			
144. 6 67-100 per cent. Total, [on stock outstanding,]	$38,642 00		
145. Surplus not divided,	15,098 92		
146. Surplus last year,	15,848 69		
147. Total surplus, [$30,947.61; $21,940 of which has been applied toward payment of the debts of the Company,]	9,007 61		

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—		
148. Of roads and bridges,	–	–
149. Buildings,	–	–
150. Engines and cars,	–	–
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	–	–
152. Mortgage debt paid since last report,	–	–
153. Increase of mortgage debt since last report,	–	–
154. Present amount of mortgage debts,	–	–
155. Number of mortgages on road and franchise, or any property of the corporation,	–	–

RICHARD BORDEN,
ALEX'R BAXTER,
M. S. LINCOLN,
E. N. WINSLOW,
Directors of the Cape Cod Railroad Corporation.

PLYMOUTH, ss. December 28, 1865. Then personally appeared Richard Borden, Alexander Baxter, Minor S. Lincoln and Ephraim N. Winslow, and severally made oath to the truth of the foregoing statement by them subscribed.

Before GEO. MARSTON, *Justice of the Peace for all the Counties.*

REPORT

OF THE

CAPE COD CENTRAL RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$200,000 00
2. Number of shares of capital stock issued,	2,000	
3. Increase of capital since last report,	–	
4. Capital paid in, per last report,	$58,001 80	
5. Capital paid in since last report,	89,871 67	
6. Total amount of capital stock paid in,		147,873 47
7. Funded debt, per last report,	–	–
8. Funded debt paid since last report,	–	–
9. Funded debt, increase of since last report,	–	–
10. Total present amount of funded debt,	–	–
11. Floating debt, per last report,	–	–
12. Floating debt paid since last report,	–	–
13. Floating debt, increase of since last report,	–	–
14. Total present amount of floating debt,	–	–
15. Total present amount of funded and floating debt,	–	–
16. Average rate of interest per annum, paid during the year,	–	–
17. Maximum amount of debts during the year,	–	–
Cost of Road and Equipment.		
18. For graduation and masonry, per last report,	$1,817 44	
19. For graduation and masonry paid during the past year,	3,875 60	
20. Total am't expended for graduation and masonry,		$5,693 04
21. For wooden bridges, per last report,	–	–
22. For wooden bridges paid during the past year,	2,904 50	
23. Total amount expended for wooden bridges,		2,904 50
24. Total amount expended for iron bridges, (if any,)	–	–
25. For superstructure, including iron, per last report,	–	–
26. For superstructure, including iron, paid during the past year,	–	–
27. Total amount expended for superstructure, including iron,	–	–
28. For stations, buildings and fixtures, per last report,	–	–
29. For stations, buildings and fixtures paid during the past year,	3,510 11	
30. Total amount expended for stations, buildings and fixtures,		3,510 11
31. For land, land-damages and fences, per last report,	–	–
32. For land, land-damages and fences paid during the past year,	9,087 28	
33. Total amount expended for land, land-damages and fences,		9,087 28
34. For locomotives, per last report,	–	–
35. For locomotives paid during the past year,	–	–
36. Total amount expended for locomotives,	–	–
37. For passenger and baggage cars, per last report,	–	–

38. For passenger and baggage cars, paid during the past year,	–	–
39. Total amount expended for passenger and baggage cars,	–	–
40. For merchandise cars, per last report,	–	–
41. For merchandise cars paid during the past year,	–	–
42. Total amount expended for merchandise cars,	–	–
43. For engineering, per last report,	$10,678 05	
44. For engineering paid during the past year,	4,210 19	
45. Total amount expended for engineering,		$14,888 24
46. For agencies and other expenses, per last report,	–	–
47. For agencies and other expenses paid during the past year,	–	–
48. Total amount expended for agencies and other expenses,	–	–
49. Total amount of road and equipment,	Not completed.	
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	–	–
Characteristics of Road.		
51. Length of road,	18.8 miles.	
52. Length of single main track,	18.8 miles.	
53. Length of double main track,	–	–
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.	
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	3,400 feet.	
56. Weight of rail, per yard, in main road,	45 lbs.	
57. Weight of rail, per yard, in branch roads (specify the different weights per yard,)	–	–
58. Maximum grade, with its length, in main road,	68.6 feet for 1¼ miles.	
59. Maximum grade, with its length, in branch roads,	–	–
60. Total rise and fall in main road,	523 feet.	
61. Total rise and fall in branch roads,	–	–
62. Shortest radius of curvature, with length of curve, in main road,	1,432 feet for 3,700 feet.	
63. Shortest radius of curvature, with length of curve, in branch roads,	–	–
64. Total degrees of curvature in main road,	764½	
65. Total degrees of curvature in branch roads,	None.	
66. Total length of straight line in main road,	13.13 miles.	
67. Total length of straight line in branches,	None.	
68. Aggregate length of wooden truss bridges,	None.	
69. Aggregate length of all other wooden bridges,	225 feet.	
70. Aggregate length of iron bridges,	None.	
71. Whole length of road unfenced on both sides,	10½ miles.	
72. Number of public ways crossed at grade,	36	
73. Number of railroads crossed at grade,	None.	
74. Remarks,	–	–
75. Way stations for express trains,	–	–
76. Way stations for accommodation trains,	4	
77. Flag stations,	2	
78. Whole number of way stations,	4	
79. Whole number of flag stations,	2	
Miscellaneous.		
121. For fuel used by engines during the year, viz.:— 1. Wood, number of cords, Cost of the same,	–	–
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of same,	–	–
122. For oil used by cars and engines,	–	–

123. For waste and other material for cleaning, . .	–	–
124. For salaries, wages, and incidental expenses, chargeable to passenger department, . .	–	–
125. For salaries, wages, and incidental expenses, chargeable to freight department, . . .	–	–
126. For gratuities and damages, ...	–	–
127. For taxes and insurance, ...	–	–
128. For ferries, ...	–	–
129. For repairs of station buildings, aqueducts, fixtures, furniture, ...	–	–
130. For renewals of iron, including laying down, .	–	–
131. For new iron laid down, deducting the value of old iron taken up, ...	–	–
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, ...	–	–
133. For amount paid other companies, as rent for use of their roads, specifying each company, .	–	–
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, ...	$1,700 00	
135. Total miscellaneous, ...	–	–
136. Total expenditures for working the road, . .	–	–
137. Total amount of interest paid during the year, .	–	–

BENJ. FREEMAN,
ELISHA BANGS,
TRUEMAN DOANE,
REUBEN NICKERSON,
JOSEPH CUMINGS,
J. K. BAKER, JR.,
JOHN DOANE, JR.,
Directors of the Cape Cod Central Railroad Corporation.

BARNSTABLE, ss. December 23, 1865. Then personally appeared Benjamin Freeman, Elisha Bangs, Trueman Doane, Reuben Nickerson, Joseph Cumings, J. K. Baker, Jr., and John Doane, Jr., and severally made oath to the truth of the foregoing statement by them subscribed.

Before

FREDERICK HEBARD, *Justice of the Peace.*

REPORT

OF THE

CHESHIRE RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$2,153,300 00
2. Number of shares of capital stock issued, [21,000 preferred, and 533 old,]	21,533	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	$2,085,925 00	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		2,085,925 00
7. Funded debt per last report,	679,500 00	
8. Funded debt paid since last report,	2,100 00	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,		677,400 00
11. Floating debt, per last report,	None.	
12. Floating debt paid since last report,	None.	
13. Floating debt, increase of, since last report,	None.	
14. Total present amount of floating debt,	None.	
15. Total present amount of funded and floating debt,		677,400 00
16. Average rate of interest per annum paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	679,500 00	
Cost of Road and Equipment.		
18. For graduation and masonry, per last report,	$1,490,749 84	
19. For graduation and masonry paid during the past year,	None.	
20. Total amount expended for graduation and masonry,		$1,490,749 84
21. For wooden bridges, per last report,	41,490 38	
22. For wooden bridges paid during the past year,	None.	
23. Total amount expended for wooden bridges,		41,490 38
24. Total amount expended for iron bridges, (if any,)	None.	
25. For superstructure, including iron, per last report,	480,371 86	
26. For superstructure, including iron, paid during the past year,	None.	
27. Total amount expended for superstructure, including iron,		480,371 86
28. For stations, buildings and fixtures, per last report,	106,333 52	
29. For stations, buildings and fixtures paid during the past year,	None.	
30. Total amount expended for stations, buildings and fixtures,		106,333 52
31. For land, land-damages and fences, per last report,	122,560 55	
32. For land, land-damages and fences paid during the past year,	3,954 35	

33. Total amount expended for land, land-damages, and fences,		$126,514 90
34. For locomotives, per last report,	$138,469 39	
35. For locomotives paid during the past year,	None.	
36. Total amount expended for locomotives,		138,469 39
37. For passenger and baggage cars, per last report,	24,971 86	
38. For passenger and baggage cars paid during the past year,	None.	
39. Total amount expended for passenger and baggage cars,		24,971 86
40. For merchandise cars, per last report,	158,825 07	
41. For merchandise cars paid during the past year,	None.	
42. Total amount expended for merchandise cars,		158,825 07
43. For engineering, per last report,	46,889 63	
44. For engineering paid during the past year,	None.	
45. Total amount expended for engineering,		46,889 63
46. For agencies and other expenses, per last report,	172,826 11	
47. For agencies and other expenses paid during the past year,	None.	
48. Total amount expended for agencies and other expenses,		172,826 11
49. Total cost of road and equipment,		2,787,442 56
50. Amount of assets or property held by the corporation in addition to the cost of the road,	235,770 41	

Characteristics of Road.

51. Length of road,	53, 646-1,000 miles.
52. Length of single main track,	53, 646-1,000 miles.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	8 miles.
56. Weight of rail, per yard, in main road,	60 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	59, 664-1,000 ft. 14 8-10 mls.
59. Maximum grade, with its length in branch roads,	None.
60. Total rise and fall in main road,	2,377 feet.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature, with length of curve, in main road,	955 feet, 70 feet long.
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degrees of curvature in main road,	3,152° 18′
65. Total degrees of curvature in branch roads,	None.
66. Total length of straight line in main road,	31 28-100 miles.
67. Total length of straight line in branches,	None.
68. Aggregate length of wooden truss bridges,	1,534 feet.
69. Aggregate length of all other wooden bridges,	425 feet.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	All fenced.
72. Number of public ways crossed at grade,	37
73. Number of railroads crossed at grade,	None.
74. Remarks,	None.
75. Way stations for express trains,	4
76. Way stations for accommodation trains,	11
77. Flag stations,	4
78. Whole number of way stations,	15
79. Whole number of flag stations,	4

Doings During the Year.			
80. Miles run by passenger trains,		123,721	
81. Miles run by freight trains,		273,187	
82. Miles run by other trains,		20,093	
83. Total miles run,			417,001
84. Number of passengers carried in the cars,		112,744	
85. Number of passengers carried one mile,		4,347,257	
86. Number of tons of merchandise carried in the cars,		230,753	
87. Number of tons of merchandise carried one mile,		13,285,520	
88. Number of passengers carried one mile, to and from other roads,		3,409,829	
89. Number of tons carried one mile, to and from other roads,		12,733,392	
90. Rate of speed adopted for express passenger trains, including stops,		25 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,		28 miles per hour.	
92. Rate of speed adopted for accommodation trains,		22 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,		25 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,		None.	
95. Average rate of speed adopted for freight trains, including stops,		10 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,		3,216,746	
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,		19,928,280	
Expenditures for Working the Road.			
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,		$50,542 54	
99. For repairs of wooden bridges,		550 84	
100. For wages of switchmen, average per month,	$42 00	1,669 59	
101. For wages of gate-keepers, average per month,	None.	Total,	
102. For wages of signal-men, average per month,	None.		
103. For wages of watchmen, average per month,	45 00	2,727 91	
104. Number of men employed, exclusive of those engaged in construction,		309	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)		877 82	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,		1,311 09	
107. Total for maintenance of way,			$57,679 79
Motive Power and Cars.			
108. For repairs of locomotives,		$46,812 14	
109. For new locomotives, to cover depreciation,		52,960 00	
110. For repairs of passenger cars,		15,825 01	
111. For new passenger cars, to cover depreciation,		11,795 86	
112. For repairs of merchandise cars,		7,630 98	
113. For new merchandise cars, to cover deprcciation,		19,200 00	
114. For repairs of gravel and other cars,		138 76	
115. Total for maintenance of motive power and cars,			$154,362 75
116. Number of engines,		21	

117. Number of passenger cars,	16	
118. Number of baggage cars,	5	
119. Number of merchandise cars,	246 8-wheel=492 4-wheel.	
120. Number of gravel cars,	None.	
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz.:—		
1. Wood, number of cords, 13,261. Cost of the same,	$59,831 63	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . Cost of same,	None.	
122. For oil used by cars and engines,	10,223 68	
123. For waste and other material for cleaning,	2,751 17	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	25,472 60	
125. For salaries, wages and incidental expenses, chargeable to freight department,	64,707 28	
126. For gratuities and damages,	3,257 74	
127. For taxes and insurance,	38,178 20	
128. For ferries,	None.	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	21,527 76	
130. For renewals of iron, including laying down,	41,556 02	
131. For new iron laid down, deducting the value of old iron taken up,		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	None.	
133. For amount paid other companies, as rent for use of their roads, specifying each company, [Vermont and Massachusetts Railroad,]	39,000 00	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	9,813 99	
135. Total miscellaneous,		$316,320 07
136. Total expenditures for working the road,		$528,362 61
137. Total amount of interest paid during the year,		36,210 14
INCOME DURING THE YEAR.		
138. *For Passengers:*—		
1. On main road and branches owned by Co.,	$38,189 74	
2. To and from other roads, specifying what, [Fitchburg, Vermont Central, Rutland and Burlington, &c.,]	153,485 46	
139. *For Freight:*—	$191,675 20	
1. On main road, including branches owned by company,	$39,795 27	
2. To and from other connecting roads,	375,130 87	
	$414,926 14	
140. U. S. Mails,	7,500 00	
141. Rents, [miscellaneous and express,]	15,520 57	
142. Total income,		$629,621 91
143. Net earnings, after deducting expenses, [and interest,]		$65,049 16
DIVIDENDS.		
144. 2½ per cent. Total, [and government tax,]	$55,263 16	
145. Surplus not divided,	9,786 00	
146. Surplus last year,	40,253 33	
147. Total surplus,	50,039 33	

Estimated Depreciation beyond the Renewals, Viz.:—	
148. Of road and bridges, ...	None.
149. Buildings, ...	
150. Engines and cars, ...	
Mortgage Debts.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report, ...	None.
152. Mortgage debt, paid since last report, . . .	
153. Increase of mortgage debt, since last report, .	
154. Present amount of mortgage debts, . . .	
155. Number of mortgages on road and franchise, or any property of the corporation, . . .	

Accidents during the Year.

December 21, 1864.—Mr. and Mrs. Howth, and a lad about four years of age, were instantly killed by collision of trains during a severe snow-storm.

June 27, 1865.—O. H. Brown, employee, was injured by jumping from engine at C. River, about 7.30 A. M., and died in the evening of same day. He feared a collision in consequence of the switch being wrong. The switch was adjusted, and no accident would have occurred, if he had remained upon the engine.

November 23, 1865.—Stephen Tuttle, station agent, South Keene, was instantly killed by being run over by freight train.

E. MURDOCK, Jr.,
C. W. CARTWRIGHT,
GEORGE HUNTINGTON,
WILLIAM A. BRIGHAM,
JNO. H'Y ELLIOT,
SAM'L GOULD,
Directors of the Cheshire Railroad Corporation.

Suffolk, ss. December 28, 1865. Then personally appeared E. Murdock, Jr., C. W. Cartwright, George Huntington, William A. Brigham, J. H'y Elliot, and Sam'l Gould, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me, SOUTHWORTH SHAW, *Justice of the Peace.*

REPORT

OF THE

CONNECTICUT RIVER RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,			$1,750,000 00
2. Number of shares of capital stock issued,	15,911		
3. Increase of capital since last report,	None.		
4. Capital paid in, per last report,	$1,591,100 00		
5. Capital paid in since last report,	None.		
6. Total amount of capital stock paid in,			1,591,100 00
7. Funded debt, per last report,	250,000 00		
8. Funded debt paid since last report,	None.		
9. Funded debt, increase of, since last report,	None.		
10. Total present amount of funded debt,			250,000 00
11. Floating debt, per last report,	None.		
12. Floating debt paid since last report,	20,000 00		
13. Floating debt, increase of, since last report,	21,800 00		
14. Total present amount of floating debt,			1,800 00
15. Total present amount of funded and floating debt,			251,800 00
16. Average rate of interest per annum paid during the year,	6 per cent.		
17. Maximum amount of debts during the year,			271,800 00
COST OF ROAD AND EQUIPMENT.			
18. For graduation and masonry per last report,	$513,242 93		
19. For graduation and masonry, paid during the past year,	8,203 37		
20. Total expended for graduation and masonry,			$521,446 30
21. For wooden bridges, per last report,	42,991 94		
22. For wooden bridges paid during the past year,	–		–
23. Total amount expended for wooden bridges,			42,991 94
24. Total amount expended for iron bridges, (if any,)	No iron bridges.		
25. For superstructure, including iron, per last report,	545,287 61		
26. For superstructure, including iron paid during the past year,	–		–
27. Total amount expended for superstructure, including iron,			545,287 61
28. For stations, buildings and fixtures, per last report,	121,484 85		
29. For stations, buildings and fixtures paid during the past year,	–		–
30. Total amount expended for stations, buildings and fixtures,			121,484 85
31. For land, land-damages and fences, per last report,	229,407 18		
32. For land, land-damages and fences paid during the past year,	1,575 00		

33. Total amount expended for land, land-damages, and fences,		$230,982 18
34. For locomotives, per last report,	$81,982 87	
35. For locomotives paid during the past year,	–	–
36. Total amount expended for locomotives,		81,982 87
37. For passenger and baggage cars, per last report,	23,350 34	
38. For passenger and baggage cars paid during the past year,	–	–
39. Total amount expended for passenger and baggage cars,		23,350 34
40. For merchandise cars, per last report,	82,225 28	
41. For merchandise cars paid during the past year,	2,258 16	
42. Total amount expended for merchandise cars,		84,483 44
43. For engineering, per last report,	–	–
44. For engineering paid during the past year,	–	–
45. Total amount expended for engineering,	–	–
46. For [engineering,] agencies and other expenses, per last report,	161,970 80	
47. For [engineering,] agencies and other expenses, paid during the past year,	–	–
48. Total amount expended for [engineering,] agencies and other expenses,		161,970 80
49. Total cost of road and equipment,		1,813,980 33
50. Amount of assets or property held by the corporation, in addition to the cost of the road,		303,238 30

CHARACTERISTICS OF ROAD.

51. Length of road,	50 miles.
52. Length of single main track,	50 miles.
53. Length of double main track,	None, except for turnouts.
54. Length of branches owned by the Company, stating whether they have a single or double track,	2 35-100 miles, single track.
55. Aggregate length of sidings, and other track, excepting main track and branches,	39,950 feet.
56. Weight of rail, per yard, in main road,	28 miles, 50 lbs., 12 miles, 56 lbs., balance, 61 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	56 pounds.
58. Maximum grade, with its length, in main road,	32 ft. per mile for 6½ miles.
59. Maximum grade, with its length, in branch roads,	18 ft. per mile for 1½ miles.
60. Total rise and fall in main road,	680 feet.
61. Total rise and fall in branch roads,	28 feet.
62. Shortest radius of curvature, with length of curve, in main road,	882 ft. radius—889 ft. long.
63. Shortest radius of curvature, with length of curve, in branch roads,	714 ft. rad.—1,300 ft. long.
64. Total degrees of curvature in main road,	1,854°
65. Total degrees of curvature in branch roads,	449°
66. Total length of straight line in main road,	35½ miles.
67. Total length of straight line in branches,	1 mile.
68. Aggregate length of wooden truss bridges,	2,674 feet.
69. Aggregate length of all other wooden bridges,	None.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	None.
72. Number of public ways crossed at grade,	54
73. Number of railroads crossed at grade,	None.
74. Remarks,	–
75. Way stations for express trains,	No express trains run.
76. Way stations for accommodation trains,	15
77. Flag stations,	None.
78. Whole number of way stations,	15
79. Whole number of flag stations,	None.

	DOINGS DURING THE YEAR.		
80.	Miles run by passenger trains,	128,161	
81.	Miles run by freight trains,	75,783	
82.	Miles run by other trains,	17,804	
83.	Total miles run,		221,748
84.	Number of passengers carried in the cars,	614,785	
85.	Number of passengers carried one mile,	8,059,866	
86.	Number of tons of merchandise carried in the cars,	152,066	
87	Number of tons of merchandise carried one mile,	4,103,795	
88.	Number of passengers carried one mile, to and from other roads,	3,450,482	
89.	Number of tons carried one mile, to and from other roads,	3,630,811	
90.	Rate of speed adopted for express passenger trains, including stops,	No express trains run.	
91.	Average rate of speed actually attained by express passenger trains, including stops and detentions,		
92.	Rate of speed adopted for accommodation trains,	25 miles per hour.	
93.	Rate of speed actually attained by accommodation trains, including stops and detentions,	22 miles per hour.	
94.	Average rate of speed actually attained by special trains, including stops and detentions,	–	–
95.	Average rate of speed adopted for freight trains, including stops,	12 miles per hour.	
96.	Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile,	No account kept.	
97.	Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile,	No account kept.	
	EXPENDITURES FOR WORKING THE ROAD.		
98.	For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	$74,911 29	
99.	For repairs of wooden bridges,	3,945 34	
100.	For wages of switchmen, average per month, $40 00		
101.	For wages of gate-keepers, average per month, 30 00	–	–
102.	For wages of signal-men, average per month,		
103.	For wages of watchmen, average per month, 45 00		
104.	Number of men employed, exclusive of those engaged in construction,	267	
105.	For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	1,940 41	
106.	For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	–	–
107.	Total for maintenance of way,		$80,797 04
	MOTIVE POWER AND CARS.		
108.	For repairs of locomotives,	$16,644 99	
109.	For new locomotives, to cover depreciation,	–	–
110.	For repairs of passenger cars,	17,066 77	
111.	For new passenger cars, to cover depreciation,	6,000 00	
112.	For repairs of merchandise cars,	12,779 98	
113.	For new merchandise cars, to cover depreciation,	5,000 00	
114.	For repairs of gravel and other cars,	379 63	
	[For repairs of tools and machinery,]	1,984 22	
115.	Total for maintenance of motive power and cars,		$59,855 59
116.	Number of engines,	12	

117. Number of passenger cars,	16—15 8-wheel, 1 4-wheel.	
118. Number of baggage cars,	8—7 8-wheel, 1 4-wheel.	
119. Number of merchandise cars, [79 long house, 86 long platform, 20 short platform,]	361 4-wheel.	
120. Number of gravel cars, [15 short platform,]		
Miscellaneous.		
121. For fuel used by engines during the year, viz.:—		
1. Wood, No. of cords, 6,772. Cost of the same,	$36,380 51	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . Cost of same,	–	
122. For oil used by cars and engines,	4,648 87	
123. For waste and other material for cleaning,	2,086 79	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	22,778 63	
125. For salaries, wages and incidental expenses, chargeable to freight department,	45,762 10	
126. For gratuities and damages,	1,932 83	
127. For taxes and insurance,	48,879 11	
128. For ferries,	–	–
129. For repairs of station buildings, aqueducts, fixtures, furniture,	18,452 16	
130. For renewals of iron, including laying down,	–	–
131. For new iron laid down, deducting the value of old iron taken up,	30,981 34	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	–	–
133. For amount paid other companies, as rent for use of their roads, specifying each company,	–	–
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	11,848 92	
135. Total miscellaneous,		$223,751 26
136. Total expenditures for working the road,		$364,403 89
137. Total amount of interest paid during the year, [balance of account,]		10,318 46
Income during the Year.		
138. *For Passengers:*—		
1. On main road, including branches owned by company,	$264,805 54	
2. To and from other roads, specifying what,		
139. *For Freight:*—		
1. On main road and branches owned by Co.,	254,266 93	
2. To and from other connecting roads,		
140. U. S. mails, [$6,094.99; express, $5,550,]	11,644 99	
141. Rents,	2,391 50	
142. Total income,		$533,108 96
143. Net earnings, after deducting expenses,		$158,386 61
Dividends.		
[Fifth payment to sinking fund,]	$8,000 00	
144. 8 per cent. Total,	127,288 00	
145. Surplus not divided,	23,098 61	
146. Surplus last year,	46,695 53	
147. Total surplus,		$171,980 13

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—		
148. Of roads and bridges,	–	–
149. Buildings,	–	–
150. Engines and cars,	–	–
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	$250,000 00	
152. Mortgage debt paid since last report,	None.	
153. Increase of mortgage debts since last report,	None.	
154. Present amount of mortgage debts,		$250,000 00
155. Number of mortgages on road and franchise, or any property of the Corporation,	1	

FATAL ACCIDENTS DURING THE YEAR.

June 8.—Betsey Clifford, of Holyoke, while lying on the track near Holyoke Dam, was run over by the passenger train going north, about 9.15, P. M., and instantly killed.

June 15.—Elizabeth Brown of Whately, attempted to pass over the road bridge north of Deerfield Station, and was struck by the afternoon down passenger train, and instantly killed.

October 2.—Marshall Miller, of West Northfield, brakeman, was caught between the buffers, while coupling freight cars at South Vernon, and fatally injured.

D. L. HARRIS,
J. CHASE,
EDWARD A. DANA,
J. H. BUTLER,
IGNATIUS SARGENT,
C. W. CHAPIN,
Directors of the Connecticut River Railroad Corporation.

SUFFOLK, ss. January 2, 1866. Then personally appeared D. L. Harris, J. Chase, Edw. A. Dana, J. H. Butler, Ignatius Sargent and C. W. Chapin, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me, CHAS. E. STEWART, *Justice of the Peace.*

REPORT

OF THE

DANVERS RAILROAD CORPORATION

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$100,000 00
2. Number of shares of capital stock issued,	573	
3. Increase of capital since last report,	–	–
4. Capital paid in, per last report,	$66,780 00	
5. Capital paid in since last report,	720 00	
6. Total amount of capital stock paid in,		67,500 00
7. Funded debt, per last report,	145,000 00	
8. Funded debt paid since last report,	–	–
9. Funded debt, increase of, since last report,	–	–
10. Total present amount of funded debt,		145,000 00
11. Floating debt, per last report,	33,297 68	
12. Floating debt paid since last report,	100 00	
13. Floating debt, increase of, since last report,	–	–
14. Total present amount of floating debt,		33,197 68
15. Total present amount of funded and floating debt,		$178,197 68
16. Average rate of interest per annum, paid during the year,	Nothing.	
17. Maximum amount of debts during the year,	178,197 68	
Cost of Road and Equipment.		
18. For graduation and masonry, per last report,	$90,208 49	
19. For graduation and masonry paid during the past year,	–	–
20. Total am'nt expended for graduation and masonry,		$90,208 49
21. For wooden bridges, per last report,	–	–
22. For wooden bridges paid during the past year,	–	–
23. Total amount expended for wooden bridges,	–	–
24. Total amount expended for iron bridges, (if any,)	–	–
25. For superstructure, including iron, per last report,	81,101 69	
26. For superstructure, including iron, paid during the past year,	–	–
27. Total amount expended for superstructure, including iron,		81,101 69
28. For stations, buildings and fixtures, per last report,	9,524 17	
29. For stations, buildings and fixtures paid during the past year,	–	–
30. Total amount expended for stations, buildings and fixtures,		9,524 17
31. For land, land-damages and fences, per last report,	30,983 13	
32. For land, land-damages and fences paid during the past year,	720 00	

33. Total amount expended for land, land-damages and fences,		$31,703 13
34. For locomotives, per last report,	–	–
35. For locomotives paid during the past year,	–	–
36. Total amount expended for locomotives,	–	–
37. For passenger and baggage cars, per last report,	–	–
38. For passenger and baggage cars paid during the past year,	–	–
39. Total amount expended for passenger and baggage cars,	–	–
40. For merchandise cars, per last report,	–	–
41. For merchandise cars paid during the past year,	–	–
42. Total amount expended for merchandise cars,	–	–
43. For engineering, per last report,	$2,615 00	
44. For engineering paid during the past year,	–	–
45. Total amount expended for engineering,		2,615 00
46. For agencies and other expenses, per last report,	29,303 54	
47. For agencies and other expenses, paid during the past year,	–	–
48. Total amount expended for agencies and other expenses,		29,303 54
49. Total cost of road and equipment,		$244,456 02
50. Amount of assets or property held by the corporation in addition to the cost of the road,	None.	

Characteristics of Road.

51. Length of road,	9 miles, 1,368 feet.
52. Length of single main track,	9 miles, 1,368 feet.
53. Length of double main track,	Not any.
54. Length of branches owned by the Company, stating whether they have a single or double track,	Not any.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	1,150 feet.
56. Weight of rail, per yard, in main road,	50 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	– –
58. Maximum grade, with its length, in main road,	50 feet, 6,100 feet.
59. Maximum grade, with its length, in branch roads,	– –
60. Total rise and fall in main road,	150 feet rise, 85 feet fall.
61. Total rise and fall in branch roads,	No branches.
62. Shortest radius of curvature, with length of curve, in main road,	– –
63. Shortest radius of curvature, with length of curve, in branch roads,	– –
64. Total degree of curvature in main road,	351°
65. Total degree of curvature in branch roads,	– –
66. Total length of straight line in main road,	5 miles, 390 feet.
67. Total length of straight line in branches,	Not any.
68. Aggregate length of wooden truss bridges,	–
69. Aggregate length of all other wooden bridges,	– –
70. Aggregate length of iron bridges,	–
71. Whole length of road unfenced on both sides,	–
72. Number of public ways crossed at grade,	14
73. Number of railroads crossed at grade,	2
74. Remarks,	– –
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	5
77. Flag stations,	2
78. Whole number of way stations,	5
79. Whole number of flag stations,	2

NOTE.—This road is leased to the Boston and Maine Railroad, and its doings during the year, and its income and expenditures, are included in the report of that road, its business being so intimately connected that separate accounts have not been kept.

FRANCIS COGSWELL,
G. W. KITTREDGE,
DANIEL M. CHRISTIE,
PETER T. HOMER,
N. G. WHITE.
SAMUEL WELLS,
E. J. M. HALE.

Danvers Railroad, by Directors of the Boston and Maine Railroad Corporation.

SUFFOLK, ss. December 30, 1865. Then personally appeared Francis Cogswell, G. W. Kittredge, Daniel M. Christie, Peter T. Homer, N. G. White, Samuel Wells, and E. J. M. Hale, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before HORACE B. WILBUR, *Justice of the Peace.*

REPORT

OF THE

DORCHESTER AND MILTON BRANCH R. R. CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$130,000 00
2. Number of shares of capital stock issued,	733	
3. Increase of capital since last report,	–	–
4. Capital paid in, per last report,	$73,340 00	
5. Capital paid in since last report,	–	–
6. Total amount of capital stock paid in,		73,340 00
7. Funded debt, per last report,	42,807 00	
8. Funded debt paid since last report,	–	–
9. Funded debt, increase of, since last report,	–	–
10. Total present amount of funded debt,		42,807 00
11. Floating debt, per last report,	15,641 07	
12. Floating debt paid since last report,	–	–
13. Floating debt, increase of, since last report,	–	–
14. Total present amount of floating debt,		15,641 07
15. Total present amount of funded and floating debt,		58,448 07
16. Average rate of interest per annum, paid during the year,	–	–
17. Maximum amount of debts during the year,	58,448 07	
Cost of Road and Equipment.		
18. For graduation and masonry, per last report,	$40,724 80	
19. For graduation and masonry, paid during the past year,	–	–
20. Total am't expended for graduation and masonry,		$40,724 80
21. For wooden bridges, per last report,	6,209 02	
22. For wooden bridges paid during the past year,	–	–
23. Total amount expended for wooden bridges,		6,209 02
24. Total amount expended for iron bridges (if any,)	–	–
25. For superstructure, including iron, per last report,	30,051 73	
26. For superstructure, including iron, paid during the past year,	–	–
27. Total amount expended for superstructure, including iron		30,051 73
28. For stations, buildings and fixtures, per last report,	11,508 69	
29. For stations, buildings and fixtures paid during the past year,	–	–
30. Total amount expended for stations, buildings and fixtures,		11,508 69
31. For land, land-damages and fences, per last report,	32,654 06	
32. For land, land-damages and fences paid during the past year,	–	–

33.	Total amount expended for land, land-damages, and fences,		$32,654 06
34.	For locomotives, per last report,	–	–
35.	For locomotives paid during the past year,	–	–
36.	Total amount expended for locomotives,	–	–
37.	For passenger and baggage cars, per last report,	–	–
38.	For passenger and baggage cars paid during the past year,	–	–
39.	Total amount expended for passenger and baggage cars,	–	–
40.	For merchandise cars, per last report,	–	–
41.	For merchandise cars paid during the past year,	–	–
42.	Total amount expended for merchandise cars,	–	–
43.	For engineering, per last report,	$10,155 82	
44.	For engineering paid during the past year,	–	–
45.	Total amount expended for engineering,		10,155 82
46.	For agencies and other expenses, per last report,	5,068 65	
47.	For agencies and other expenses paid during the past year,	–	–
48.	Total amount expended for agencies and other expenses,		5,068 65
49.	Total cost of road and equipment,		$136,372 77
50.	Amount of assets or property held by the corporation, in addition to the cost of the road,	–	–

CHARACTERISTICS OF ROAD.

51.	Length of road,	3 miles, 1,300 feet.
52.	Length of single main track,	3 miles, 1,300 feet.
53.	Length of double main track,	– –
54.	Length of branches owned by the Company, stating whether they have a single or double track,	– –
55.	Aggregate length of sidings, and other tracks, excepting main track and branches,	– –
56.	Weight of rail, per yard, in main road,	52 lbs.
57.	Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	– –
58.	Maximum grade, with its length, in main road,	39 6-10 feet; whole distance, 6,000 feet.
59.	Maximum grade, with its length, in branch roads,	– –
60.	Total rise and fall in main road,	54½ feet.
61.	Total rise and fall in branch roads,	– –
62.	Shortest radius of curvature, with length of curve, in main road,	410 feet radius; 200 feet.
63.	Shortest radius of curvature, with length of curve, in branch roads,	– –
64.	Total degrees of curvature in main road,	237½°
65.	Total degrees of curvature in branch roads,	– –
66.	Total length of straight line in main road,	2 42-100 miles.
67.	Total length of straight line in branches,	– –
68.	Aggregate length of wooden truss bridges,	101 feet.
69.	Aggregate length of all other wooden bridges,	– –
70.	Aggregate length of iron bridges,	– –
71.	Whole length of road unfenced on both sides,	1½ miles salt marsh.
72.	Number of public ways crossed at grade,	2
73.	Number of railroads crossed at grade,	– –
74.	Remarks,	– –
75.	Way stations for express trains,	– –
76.	Way stations for accommodation trains,	4
77.	Flag stations,	2
78.	Whole number of way stations,	4
79.	Whole number of flag stations,	2

Doings during the Year.	
80. Miles run by passenger trains,	Included in Report of Old Colony and Newport Railway Company.
81. Miles run by freight trains,	
82. Miles run by other trains,	
83. Total miles run,	
84. Number of passengers carried in the cars,	
85. Number of passengers carried one mile,	
86. Number of tons of merchandise carried in the cars,	
87. Number of tons of merchandise carried one mile,	
88. Number of passengers carried one mile to and from other roads,	
89. Number of tons carried one mile to and from other roads,	
90. Rate of speed adopted for express passenger trains, including stops,	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	
92. Rate of speed adopted for accommodation trains,	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	
94. Average rate of speed actually attained by special trains, including stops and detentions,	
95. Average rate of speed adopted for freight trains, including stops,	
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile,	
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile,	
Expenditures for Working the Road.	
98. For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	Included in Report of Old Colony and Newport Railway Company.
99. For repairs of wooden bridges,	
100. For wages of switchmen, average per month, $	
101. For wages of gate-keepers, average per month,	
102. For wages of signal-men, average per month,	
103. For wages of watchmen, average per month,	
104. Number of men employed, exclusive of those engaged in construction,	
105. For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used,)	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	
107. Total for maintenance of way,	
Motive Power and Cars.	
108. For repairs of locomotives,	Included in Report of Old Colony and Newport Railway Company.
109. For new locomotives, to cover depreciation,	
110. For repairs of passenger cars,	
111. For new passenger cars, to cover depreciation,	
112. For repairs of merchandise cars,	
113. For new merchandise cars, to cover depreciation,	
114. For repairs of gravel and other cars,	
115. Total for maintenance of motive power and cars,	
116. Number of engines,	None.
117. Number of passenger cars,	None.
118. Number of baggage cars,	None.

119. Number of merchandise cars,	None.
120. Number of gravel cars,	None.
MISCELLANEOUS.	
121. For fuel used by engines during the year, viz. :—	
1. Wood, No. of cords, . Cost of the same,	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . Cost of same,	
122. For oil used by cars and engines,	
123. For waste and other material for cleaning,	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	
125. For salaries, wages and incidental expenses, chargeable to freight department,	
126. For gratuities and damages,	
127. For taxes and insurance,	
128. For ferries,	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	Included in Report of Old Colony and Newport Railway Company.
130. For renewals of iron, including laying down,	
131. For new iron laid down, deducting the value of old iron taken up,	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	
133. For amount paid other companies, as rent for use of their roads, specifying each company,	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	
135. Total miscellaneous,	
136. Total expenditures for working the road,	
137. Total amount of interest paid during the year,	None.
INCOME DURING THE YEAR.	
138. *For Passengers* :—	
1. On main road, including branches owned by company,	
2. To and from other roads, specifying what,	
139. *For Freight* :—	
1. On main road and branches owned by company,	Included in Report of Old Colony and Newport Railway Company.
2. To and from other connecting roads,	
140. U. S. Mails,	
141. Rents,	
142. Total income,	
143. Net earnings, after deducting expenses,	
DIVIDENDS.	
144. per cent. Total,	None made.
145. Surplus not divided,	None.
146. Surplus last year,	None.
147. Total surplus,	None.
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—	
148. Of roads and bridges,	Nothing.
149. Buildings,	
150. Engines and cars,	

	Mortgage Debts.	
151.	Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, ...	$58,448 07
152.	Mortgage debt paid since last report, . . .	–
153.	Increase of mortgage debt since last report, .	– –
154.	Present amount of mortgage debts, . . .	58,448 07
155.	Number of mortgages on road and franchise, or any property of the Corporation, ...	5

N. B.—The Old Colony and Newport Railway Company, having acquired possession under its mortgage, and obtained a transfer of a considerable portion of the stock and bonds, is now operating the road.

ALEXANDER HOLMES,
URIEL CROCKER,
FRANCIS B. HAYES,
GEO. A. KETTELL,
Directors of the Dorchester and Milton Branch Railroad Corporation.

Suffolk, ss. December 27, 1865. Then personally appeared Alexander Holmes and Uriel Crocker, and severally made oath to the truth of the foregoing statement by them subscribed.

Before JOSEPH S. BEAL, *Justice of the Peace.*

Suffolk, ss. December 30, 1865. Then personally appeared Francis B. Hayes and Geo. A. Kettell, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me, CHARLES F. CHOATE, *Justice of the Peace.*

REPORT

OF THE

DIGHTON AND SOMERSET RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$850,000 00
2. Number of shares of capital stock issued,	–	–
3. Increase of capital since last report,	–	–
4. Capital paid in, per last report,	$170,000 00	
5. Capital paid in since last report,	640,520 00	
6. Total amount of capital stock paid in,		810,320 00
7. Funded debt, per last report,	–	–
8. Funded debt paid since last report,	–	–
9. Funded debt, increase of, since last report,	–	–
10. Total present amount of funded debt,	–	–
11. Floating debt, per last report,	–	–
12. Floating debt paid since last report,	–	–
13. Floating debt, increase of, since last report,	–	–
14. Total present amount of floating debt,	–	
15. Total present amount of funded and floating debt,	–	–
16. Average rate of interest per annum paid during the year,	–	–
17. Maximum amount of debts during the year,	–	–
[Interest received,]		7,711 94
		$818,031 94
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	–	–
19. For graduation and masonry paid during the past year,	$300,002 02	
20. Total am't expended for graduation and masonry,		$300,002 02
21. For wooden bridges, per last report,	–	–
22. For wooden bridges, paid during the past year,	86,637 17	
23. Total amount expended for wooden bridges,		86,637 17
24. Total amount expended for iron bridges (if any),	–	–
25. For superstructure, including iron, per last report,	162,814 80	
26. For superstructure, including iron, paid during the past year,	113,644 95	
27. Total amount expended for superstructure, including iron,		276,459 75
28. For stations, buildings and fixtures, per last report,	–	–
29. For stations, buildings and fixtures paid during the past year,	–	–
30. Total amount expended for stations, buildings and fixtures,	–	–
31. For land, land-damages and fences, per last report,	–	–
32. For land, land-damages and fences paid during the past year,	76,647 17	

33. Total amount expended for land, land-damages and fences,		$76,647 17
34. For locomotives, per last report,	–	
35. For locomotives paid during the past year,	–	–
36. Total amount expended for locomotives,	–	–
37. For passenger and baggage cars, per last report,	–	–
38. For passenger and baggage cars paid during the past year,	–	–
39. Total amount expended for passenger and baggage cars,	–	
40. For merchandise cars, per last report,	–	–
41. For merchandise cars paid during the past year,	–	–
42. Total amount expended for merchandise cars,	–	–
43. For engineering, per last report,	$2,152 07	
44. For engineering paid during the past year,	13,674 53	
45. Total amount expended for engineering,		15,826 60
46. For agencies and other expenses, per last report,	9,695 48	
47. For agencies and other expenses paid during the past year,	5,135 52	
48. Total amount expended for agencies and other expenses,		14,831 00
49. Total cost of road and equipment,	–	–
50. Amount of assets or property held by the corporation, in addition to the cost of the road, [including land not needed for use of road,]		47,628 23
		$818,031 94

Characteristics of Road.

51. Length of road,	
52. Length of single main track,	
53. Length of double main track,	
54. Length of branches owned by the Company, stating whether they have a single or double track,	
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	
56. Weight of rail, per yard, in main road,	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	
58. Maximum grade, with its length, in main road,	
59. Maximum grade, with its length, in branch roads,	
60. Total rise and fall in main road,	
61. Total rise and fall in branch roads,	
62. Shortest radius of curvature, with length of curve, in main road,	
63. Shortest radius of curvature, with length of curve, in branch roads,	Unfinished.
64. Total degree of curvature in main road,	
65. Total degree of curvature in branch roads,	
66. Total length of straight line in main road,	
67. Total length of straight line in branches,	
68. Aggregate length of wooden truss bridges,	
69. Aggregate length of all other wooden bridges,	
70. Aggregate length of iron bridges,	
71. Whole length of road unfenced on both sides,	
72. Number of public ways crossed at grade,	
73. Number of railroads crossed at grade,	
74. Remarks,	
75. Way stations for express trains,	
76. Way stations for accommodation trains,	
77. Flag stations,	
78. Whole number of way stations,	
79. Whole number of flag stations,	

WM. COBB,
ALEX. HOLMES,
SAM'L L. CROCKER,
FRANCIS B. HAYES,
GEO. A. KETTELL,
URIEL CROCKER,
OLIVER AMES,
C. GILMORE,

Directors of the Dighton and Somerset Railroad Corporation.

SUFFOLK, ss. December 30, 1865. Then personally appeared Wm. Cobb, Alexander Holmes, Sam'l L. Crocker, Francis B. Hayes, Geo. A. Kettell, Uriel Crocker, Oliver Ames and C. Gilmore, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me, CHARLES F. CHOATE, *Justice of the Peace.*

REPORT

OF THE

EASTERN RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock, [authorized by law,]			$4,150,000 00
2. Number of shares of capital stock issued,	31,550		
3. Increase of capital since last report,	Nothing.		
4. Capital paid in, per last report,	$3,155,000 00		
5. Capital paid in since last report,	Nothing.		
6. Total amount of capital stock paid in,			3,155,000 00
7. Funded debt, per last report,	1,667,200 00		
8. Funded debt paid since last report,	83,000 00		1,584,200 00
9. Funded debt, increase of since last report, [bonds of the Essex Road, assumed by this Company,]			214,400 00
10. Total present amount of funded debt,			1,798,600 00
11. Floating debt, per last report,	237,200 00		
12. Floating debt paid since last report,	None.		
13. Floating debt, increase of since last report,	84,000 00		
14. Total present amount of floating debt,			321,200 00
15. Total present amount of funded and floating debt,			2,119,800 00
16. Average rate of interest per annum, paid during the year,	5 77-100 per cent.		
17. Maximum amount of debts during the year,			2,245,800 00
Cost of Road and Equipment.			
18. For graduation and masonry, per last report,	$748,157 90		
19. For graduation and masonry paid during the past year,	159,647 04		
20. Total am't expended for graduation and masonry,			$907,804 94
21. For wooden bridges, per last report,	417,045 81		
22. For wooden bridges paid during the past year,	23,309 28		
23. Total amount expended for wooden bridges,			440,355 09
24. Total amount expended for iron bridges, (if any,)	None.		
25. For superstructure, including iron, per last report,	1,116,638 58		
26. For superstructure, including iron, paid during the past year,	133,176 40		
27. Total amount expended for superstructure, including iron,			1,249,814 98
28. For stations, buildings and fixtures, per last report,	641,238 33		
29. For stations, buildings and fixtures paid during the past year,	22,869 71		
30. Total amount expended for stations, buildings and fixtures,			664,108 04
31. For land, land-damages and fences, per last report,	723,815 46		
32. For land, land-damages and fences paid during the past year,	162,903 65		

33. Total amount expended for land, land-damages and fences,			$886,719 11
34. For locomotives, per last report,	$171,900 00		
35. For locomotives paid during the past year,	33,199 60		
36. Total amount expended for locomotives,			205,099 60
37. For passenger and baggage cars, per last report,	53,200 00		
38. For passenger and baggage cars paid during the past year, [charged in operating expenses,]	–		–
39. Total amount expended for passenger and baggage cars,			53,200 00
40. For merchandise cars, per last report,	104,665 00		
41. For merchandise cars paid during the past year, [charged in operating expenses,]	–		–
42. Total amount expended for merchandise cars,			104,665 00
43. For engineering, per last report,	273,814 08		
44. For engineering paid during the past year,	30,382 52		
45. Total amount expended for engineering,			304,196 60
46. For agencies and other expenses, per last report,	45,468 85		
47. For agencies and other expenses, [decreased] during the past year, [included in 31,]	Nothing.		
48. Total amount expended for agencies and other expenses,	45,468 85		
49. Total cost of road and equipment,			$4,815,963 36
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	137,636 64		

Doings During the Year.*

80. Miles run by passenger trains,	411,121	
81. Miles run by freight trains,	117,664	
82. Miles run by other trains,	93,417	
83. Total miles run,		622,202
84. Number of passenger carried in the cars,	2,314,972	
85. Number of passengers carried one mile,	36,293,854	
86. Number of tons of merchandise carried in the cars,	208,289	
87. Number of tons of merchandise carried one mile,	5,852,580	
88. Number of passengers carried one mile, to and from other roads,	3,285,632	
89. Number of tons carried one mile, to and from other roads,	2,153,980	
90. Rate of speed adopted for express passenger trains, including stops,	22 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	22 miles per hour.	
92. Rate of speed adopted for accommodation trains,	20 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	20 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	22 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops,	12 miles per hour.	
96. Estimated weight, in tons, of passenger cars, (not including passengers,) hauled one mile,	7,258,770	
97. Estimated weight, in tons, of merchandise cars, (not including freight,) hauled one mile,	4,096,806	

* For "Characteristics of Road," see next page.

CHARACTERISTICS OF ROAD.

EASTERN RAILROAD.	MAIN ROAD.	BRANCHES.				
		Marblehead.	Gloucester.	Salisbury.	Saugus.	Lawrence.
51. Length of road, [miles,]	44.1056	–	–	–	–	–
52. Length of single main track, [miles,]	44.1056	–	–	–	–	–
53. Length of double main track, [miles,]	16.	–	–	–	–	–
54. L'gth of branches owned by Co., whether single or double track, [single track,]	–	3.50 m.	13.50 m.	3.41 m.	10.10 m.	19.87 m.
55. Aggregate length of sidings and other tracks, excepting main track and branches,	65.250 ft.	702 ft.	3,011 ft.	902 ft.	1,096 ft.	14,154 ft.
56. Weight of rail per yard in main road, [pounds,]	57, 61, 62	–	–	–	–	–
57. Weight of rail per yard in branch roads, (specify the different weights per yard,)	–	55 lbs.	50 lbs.	46 lbs.	60 lbs.	56–60 lbs.
58. Maximum grade, with its length, in main road, [length, 4,600 feet,]	40 feet.	–	–	–	–	–
59. Maximum grade, with its length, in branch roads,	–	40 ft.	45 ft.	41 ft.	40 ft.	55 ft.
60. Total rise and fall in main road,	578.297	–	–	–	–	–
61. Total rise and fall in branch roads,	–	185 ft.	3,326 ft.	39.5 ft.	78½ ft.	249½ ft.
62. Shortest radius of curvature, with length of curve, in main road, [radius 1,140 ft.]	1,000 ft.	–	–	–	–	–
63. Shortest radius of curvature, with length of curve, in branch roads, " 1,146 ft.]	–	900 ft.	1,910 ft.	400 ft.	500 ft.	900 ft.
64. Total degree of curvature in main road,	450°	–	–	–	–	–
65. Total degree of curvature in branch roads,	–	–	451°	283°	517°	839°
66. Total length of straight line in main road,	28,495 ft.	–	–	–	–	–
67. Total length of straight line in branches,	–	1,331 ft.	7,944 ft.	166 ft.	2,715 ft.	14.6 m.
68. Aggregate length of wooden truss bridges,	2,268 ft.	–	–	–	–	40 ft.
69. Aggregate length of all other wooden bridges,	9,284 ft.	466 ft.	420 ft.	196 ft.	665 ft.	3,114 ft.
70. Aggregate length of iron bridges, [none.]	–	–	–	–	–	–
71. Whole length of road unfenced on both sides, [about two miles.]	–	–	–	–	–	–
72. Number of public ways crossed at grade,	107	–	–	–	–	–
73. Number of railroads crossed at grade, [3 horse, 3 steam.]	–	–	–	–	–	–
74. Remarks,	–	–	–	–	–	–
75. Way stations for express trains,	2	–	–	–	–	–
76. Way stations for accommodation trains,	18	–	2	1	8	5
77. Flag stations,	11	1	3	–	–	6
78. Whole number of way stations,	18	–	2	1	8	5
79. Whole number of flag stations,	11	1	3	–	–	6

Expenditures for Working the Road.			
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, .	$45,325 83		
99. For repairs of wooden bridges, ...	21,932 08		
100. For wages of switchmen, average per month, ... $42 50			
101. For wages of gate-keepers, average per month, ... 37 50	Total, 21,023 99		
102. For wages of signal-men, average per month, ... 40 00			
103. For wages of watchmen, average per month, ... 45 00			
104. Number of men employed, exclusive of those engaged in construction, ...	558		
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	436 67		
106. For repairs of fences, ...	1,265 22		
107. Total for maintenance of way, ...			$89,983 79
Motive Power and Cars.			
108. For repairs of locomotives, ...	$81,150 83		
109. For new locomotives, to cover depreciation, [repairs equal to depreciation,]	–		–
110. For repairs of passenger cars, ...	55,049 68		
111. For new passenger cars, to cover depreciation, [repairs equal to depreciation,]	–		–
112. For repairs of merchandise cars, ...	61,110 28		
113. For new merchandise cars, to cover depreciation, [repairs equal to depreciation,]	–		
114. For repairs of gravel and other cars, [included in 112,]	–		–
115. Total for maintenance of motive power and cars,			$197,310 79
116. Number of engines, ...	32		
117. Number of passenger cars, ...	60		
118. Number of baggage cars, ...	17		
119. Number of merchandise cars, ...	517		
120. Number of gravel cars, ...	33		
Miscellaneous.			
121. For fuel used by engines during the year, viz.:—			
1. Wood, number of cords, 2,322. Cost of the same, ...	$14,250 02		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 9,860. Cost of same, . .	119,568 69		
122. For oil used by cars and engines, . . .	12,437 49		
123. For waste and other material for cleaning, . .	2,992 23		
124. For salaries, wages and incidental expenses, chargeable to passenger department, . .	139,306 03		
125. For salaries, wages and incidental expenses, chargeable to freight department, . . .	43,705 54		
126. For gratuities and damages, ...	7,051 73		
127. For taxes [local, town and city,] and insurance,	22,676 46		
128. For ferries, ...	Nothing.		
129. For repairs of station buildings, aqueducts, fixtures, furniture, ...	24,475 69		
130. For renewals of iron, including laying down,			
131. For new iron laid down, deducting the value of old iron taken up, ...	65,955 79		

132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, ...	Nothing.	
133. For amount paid other companies, as rent for use of their roads, specifying each company, [Grand Junction Railroad, Boston and Maine Railroad,]	$6,375 92	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, ...	15,467 72	
135. Total miscellaneous, ...		$474,263 31
136. Total expenditures for working the road, . .		$761,557 89
137. Total amount of interest paid during the year,		112,467 40
INCOME DURING THE YEAR.		
138. *For Passengers:*—		
1. On main road, including branches owned by company, [$854,439.46,]	$950,033 98	
2. To and from other roads, specifying what, [P. S. & P. Railroad, $95,594.52,] . .		
139. *For Freight:*—		
1. On main road and branches owned by company, [$197,478.19,]	257,186 18	
2. To and from other connecting roads, [P. S. & P. Railroad, $59,707.99,] . . .		
140. U. S. mails, ...	9,824 00	
141. Rents, [and miscellaneous,]	60,031 37	
142. Total income, ...	1,277,075 53	
143. Net earnings, after deducting [United States tax,]	31,125 06	$1,245,950 47
		$484,392 58
		112,467 40
[Net earnings after deducting expenses and interest,]		$371,925 18
DIVIDENDS.		
144. 6 per cent. Total, [and U. S. tax,] . . .	$229,792 50	
145. Surplus not divided, ...	142,132 68	
146. Surplus last year, ...	116,853 97	
147. Total surplus, ...		$258,986 65
[Less balance of profit and loss account,] .		47,957 21
[Surplus,]		$201,029 44
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—		
148. Of roads and bridges, ...	Nothing.	
149. Buildings, ...	Nothing.	
150. Engines and cars, ...	Nothing.	
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, ...	$500,000 00	
152. Mortgage debt paid since last report, . . .	75,000 00	
153. Increase of mortgage debt since last report, [on Essex Road, assumed by this Company,] .	214,000 00	
154. Present amount of mortgage debts, . . .	639,400 00	
155. Number of mortgages on road and franchise, or any property of the Corporation, . . .	2	

NOTE.—The increase in "Cost of Road" is for cost of Essex Railroad, charged in the accounts of this Company.

ACCIDENTS.

May 4, 1865.—John P. Reynolds, walking on the track near South Danvers, was struck by the train and killed.

May 14, 1865.—Patrick Cummings, leaning from the passenger train, struck his head against a gate post at Somerville, and was killed.

June 2, 1865.—Mary Kirby, walking on the track, fell into a culvert near Market Street, Lynn, and was killed.

June 23, 1865.—A man (name unknown,) was killed near Swampscott by lying down in front of an approaching train. Verdict of the coroner's jury, "deliberate suicide."

July 5, 1865.—John Whooly was killed near Danvers, being intoxicated and asleep on the track.

July 18, 1865.—G. F. Hardy, who was lying on the track between Ipswich and Rowley, was killed by the train.

November 24, 1865.—Edward Martin, employed as crossing-tender at Salem, was killed, while looking out for one train, by another coming in an opposite direction.

GEORGE M. BROWNE,
MICAJAH LUNT,
FRANKLIN HAVEN,
HENRY L. WILLIAMS,
W. L. DWIGHT,
BENJ. E. BATES,
Directors of the Eastern Railroad Corporation.

SUFFOLK, ss. December , 1865. Then personally appeared George M. Browne, Micajah Lunt, Franklin Haven, Henry L. Williams, W. L. Dwight and Benj. E. Bates, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before JOHN B. PARKER, *Justice of the Peace.*

REPORT

OF THE

EASTON BRANCH RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$50,000 00
2. Number of shares of capital stock issued,	495	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,		49,325 00
5. Capital paid in since last report,	$337 50	
6. Total amount of capital stock paid in,		49,662 50
7. Funded debt, per last report,	None.	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,	None.	
11. Floating debt, per last report,	None.	
12. Floating debt paid since last report,	None.	
13. Floating debt, increase of, since last report,	None.	
14. Total present amount of floating debt,	None.	
15. Total present amount of funded and floating debt,	None.	
16. Average rate of interest per annum paid during the year,	None.	
17. Maximum amount of debts during the year,		
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	$15,541 26	
19. For graduation and masonry paid during the past year,	Nothing.	
20. Total amount expended for graduation and masonry,		$15,541 26
21. For wooden bridges, per last report,	Nothing.	
22. For wooden bridges paid during the past year,	Nothing.	
23. Total amount expended for wooden bridges,	Nothing.	
24. Total amount expended for iron bridges, (if any,)	Nothing.	
25. For superstructure, including iron, per last report,	24,416 83	
26. For superstructure, including iron, paid during the past year,	Nothing.	
27. Total amount expended for superstructure, including iron,		24,416 83
28. For stations, buildings and fixtures, per last report,	7,101 48	
29. For stations, buildings and fixtures paid during the past year,	Nothing.	
30. Total amount expended for stations, buildings and fixtures,		7,101 48
31. For land, land-damages and fences, per last report,	7,547 25	
32. For land, land-damages and fences paid during the past year,	Nothing.	
33. Total amount expended for land, land-damages and fences,		7,547 25

34. For locomotives, per last report,	Owned and run by Boston and Providence Railroad Company.	
35. For locomotives, paid during the past year,		
36. Total amount expended for locomotives,		
37. For passenger and baggage cars, per last report,		
38. For passenger and baggage cars paid during the past year,		
39. Total amount expended for passenger and baggage cars,		
40. For merchandise cars, per last report,		
41. For merchandise cars paid during the past year,		
42. Total amount expended for merchandise cars,		
43. For engineering, per last report,	$1,287 45	
44. For engineering paid during the past year,	Nothing.	
45. Total amount expended for engineering,		$1,287 45
46. For agencies and other expenses, per last report,	Nothing.	
47. For agencies and other expenses paid during the past year,	Nothing.	
48. Total amount expended for agencies and other expenses,	Nothing.	
49. Total cost of road and equipment,		55,894 27
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	–	–

Characteristics of Road.

51. Length of road,	3¾ miles 177 feet.	
52. Length of single main track,	3¾ miles 177 feet.	
53. Length of double main track,	None.	
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.	
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	–	–
56. Weight of rail, per yard, in main road,	56 lbs.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	–	–
58. Maximum grade, with its length, in main road,	72 6-10 feet for 3,400 feet.	
59. Maximum grade, with its length, in branch roads,	None.	
60. Total rise and fall in main road,	118 feet.	
61. Total rise and fall in branch roads,	None.	
62. Shortest radius of curvature, with length of curve, in main road,	716 feet for 447 feet.	
63. Shortest radius of curvature, with length of curve, in branch roads,	None.	
64. Total degrees of curvature in main road,	205°	
65. Total degrees of curvature in branch roads,	None.	
66. Total length of straight line in main road,	1¾ miles 886 feet.	
67. Total length of straight line in branches,	None.	
68. Aggregate length of wooden truss bridges,	None.	
69. Aggregate length of all other wooden bridges,	None.	
70. Aggregate length of iron bridges,	None.	
71. Whole length of road unfenced on both sides,	None.	
72. Number of public ways crossed at grade,	3	
73. Number of railroads crossed at grade,	None.	
74. Remarks,	–	–
75. Way stations for express trains,	None.	
76. Way stations for accommodation trains,	None.	
77. Flag stations,	1	
78. Whole number of way stations,	None.	
79. Whole number of flag stations,	1	

	DOINGS DURING THE YEAR.	
80.	Miles run by passenger trains,	4,680
81.	Miles run by freight trains,	2,340
82.	Miles run by other trains,	–
83.	Total miles run,	4,680
84.	Number of passengers carried in the cars,	26,929
85.	Number of passengers carried one mile,	107,716
86.	Number of tons of merchandise carried in the cars,	7,440
87.	Number of tons of merchandise carried one mile,	29,760
88.	Number of passengers carried one mile, to and from other roads,	87,692
89.	Number of tons carried one mile, to and from other roads,	29,744
90.	Rate of speed adopted for express passenger trains, including stops,	No express trains.
91.	Average rate of speed actually attained by express passenger trains, including stops and detentions,	
92.	Rate of speed adopted for accommodation trains,	30 miles per hour.
93.	Rate of speed actually attained by accommodation trains, including stops and detentions,	30 miles per hour.
94.	Average rate of speed actually attained by special trains, including stops and detentions,	–
95.	Average rate of speed adopted for freight trains, including stops,	30 miles per hour.
96.	Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	39,125
97.	Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	–
	EXPENDITURES FOR WORKING THE ROAD.	
98.	For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	$1,449 27
99.	For repairs of wooden bridges,	Total, Nothing.
100.	For wages of switchmen, average per month, $	
101.	For wages of gate-keepers, average per month,	
102.	For wages of signal-men, average per month,	
103.	For wages of watchmen, average per month,	
104.	Number of men employed, exclusive of those engaged in construction,	Three.
105.	For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)	Nothing.
106.	For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	Nothing.
107.	Total for maintenance of way,	1,449 27
	MOTIVE POWER AND CARS.	
108.	For repairs of locomotives,	Locomotives and freight cars furnished by Boston and Providence Railroad Company; passenger cars furnished by Stoughton Branch Railroad Company.
109.	For new locomotives, to cover depreciation,	
110.	For repairs of passenger cars,	
111.	For new passenger cars, to cover depreciation,	
112.	For repairs of merchandise cars,	
113.	For new merchandise cars, to cover depreciation,	
114.	For repairs of gravel and other cars,	
115.	Total for maintenance of motive power and cars,	
116.	Number of engines,	
117.	Number of passenger cars,	
118.	Number of baggage cars,	
119.	Number of merchandise cars,	
120.	Number of gravel cars,	

	MISCELLANEOUS.	
121.	For fuel used by engines during the year, viz. :—	Operated by Boston and Providence Railroad Co.
	1. Wood, No. of cords, . Cost of the same,	
	2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . Cost of the same,	
122.	For oil used by cars and engines,	
123.	For waste and other material for cleaning,	
124.	For salaries, wages and incidental expenses, chargeable to passenger department,	
125.	For salaries, wages and incidental expenses, chargeable to freight department,	
126.	For gratuities and damages,	
127.	For taxes and insurance,	$1,423 48
128.	For ferries,	Nothing.
129.	For repairs of station buildings, aqueducts, fixtures, furniture,	Nothing.
130.	For renewals of iron, including laying down,	Nothing.
131.	For new iron laid down, deducting the value of old iron taken up,	Nothing.
132.	For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	$803.21 to Boston and Providence Railroad Co., $117.38 to Stoughton Branch Railroad Co.
133.	For amount paid other companies, as rent for use of their roads, specifying each company,	
134.	For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	454 79
135.	Total miscellaneous,	$2,798 86
136.	Total expenditures for working the road,	4,248 13
137.	Total amount of interest paid during the year,	None.
	INCOME DURING THE YEAR.	
138.	*For Passengers :* —	
	1. On main road, including branches owned by company,	$548 61
	2. To and from other roads, specifying what, [Stoughton Branch Railroad,]	5,221 17
139.	*For Freight :* —	
	1. On main road and branches owned by Co.,	– –
	2. To and from other connecting roads, [Stoughton Branch Railroad,]	2,668 79
140.	U. S. mails,	– –
141.	Rents,	– –
142.	Total income,	$8,438 57
143.	Net earnings, after deducting expenses,	4,190 44
	DIVIDENDS.	
144.	7 per cent. Total,	$3,500 00
145.	Surplus not divided,	690 44
146.	Surplus last year,	786 19
147.	Total surplus,	1,476 63
	ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—	
148.	Of roads and bridges,	Nothing.
149.	Buildings,	
150.	Engines and cars,	

MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, ...	None.
152. Mortgage debt paid since last report, . . .	
153. Increase of mortgage debt since last report, .	
154. Present amount of mortgage debts, . . .	
155. Number of mortgages on road and franchise, or any property of the Corporation, . . .	

OLIVER AMES,
OAKES AMES,
CYRUS LOTHROP,
FRED. L. AMES,
Directors of the Easton Branch Railroad Corporation.

BRISTOL, ss. December 28, 1865. Then personally appeared Oliver Ames, Oakes Ames, Cyrus Lothrop, and Fred. L. Ames, and severally made oath to the truth of the foregoing statement by them subscribed.

Before JOHN H. SWAIN, *Justice of the Peace.*

REPORT

OF THE

FALL RIVER, WARREN AND PROVIDENCE RAILROAD CORPORATION,*

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$150,000 00
2. Number of shares of capital stock issued,	1,500	
3. Increase of capital since last report,	–	–
4. Capital paid in, per last report,	$147,560 00	
5. Capital paid in since last report,	160 00	
6. Total amount of capital stock paid in,		147,720 00
7. Funded debt, per last report,	–	–
8. Funded debt paid since last report,	–	–
9. Funded debt, increase of, since last report,	–	–
10. Total present amount of funded debt,	–	–
11. Floating debt, per last report,	–	–
12. Floating debt paid since last report,	–	–
13. Floating debt, increase of, since last report,	–	–
14. Total present amount of floating debt,	–	–
15. Total present amount of funded and floating debt,	195,745 84	
16. Average rate of interest per annum, paid during the year,	7 per cent.	
17. Maximum amount of debts during the year,	–	–
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry per last report,	–	–
19. For graduation and masonry paid during the past year,	Mass., $132,729 46 R. I., 25,004 32	
20. Total amount expended for graduation and masonry,		$157,733 78
21. For wooden bridges, per last report,	$8,500 00	
22. For wooden bridges paid during the past year,	Mass., $17,457.97; R. I., —	
23. Total amount expended for wooden bridges,		25,957 97
24. Total amount expended for iron bridges, (if any,)	–	–
25. For superstructure, including iron, per last report,	59,933 50	
26. For superstructure, including iron, paid during the past year,	Mass., $12,412.61, R. I., $6,759.42.	
27. Total amount expended for superstructure, including iron,		79,105 53
28. For stations, buildings and fixtures, per last report,	–	–
29. For stations, buildings and fixtures, paid during the past year,	Mass., $6,909.45, R. I., $100.55.	
30. Total amount expended for stations, buildings and fixtures,		7,010 00

* For copy of Agreement of Fall River, Warren and Providence Railroad with Providence, Warren and Bristol Railroad, see Appendix (A.)

31. For land, land-damages and fences, per last report,	–	–
32. For land, land-damages and fences, paid during the past year,	Mass.,	$11,186 49
	R. I.,	7,119 94
33. Total amount expended for land, land-damages and fences,		$18,306 43
34. For locomotives, per last report,	–	–
35. For locomotives paid during the past year,	–	–
36. Total amount expended for locomotives,	–	–
37. For passenger and baggage cars, per last report,	–	–
38. For passenger and baggage cars paid during the past year,	–	–
39. Total amount expended for passenger and baggage cars,	–	–
40. For merchandise cars, per last report,	–	–
41. For merchandise cars paid during the year,	–	–
42. Total amount expended for merchandise cars,		342 11
43. For engineering, per last report,	$5,548 32	
44. For engineering paid during the past year,	4,061 97	
45. Total amount expended for engineering,		9,610 29
46. For agencies and other expenses, per last report,	1,890 59	
47. For agencies and other expenses paid during the past year,	981 86	
48. Total amount expended for agencies and other expenses,		2,872 45
49. Total cost of road and equipment,		$300,938 56
50. Amount of assets or property held by the corporation in addition to the cost of the road, [steam ferry boat, "Oriole,"]	21,759 11	

Characteristics of Road.

51. Length of road,	Mass., 3.662 R. I., 2.132	5.794 miles.
52. Length of single main track,	–	–
53. Length of double main track,	–	–
54. Length of branches owned by the company, stating whether they have a single or double track,	–	–
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	–	–
56. Weight of rail, per yard, in main road,	Mass., 56 lbs.; R. I., 56 lbs.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	–	–
58. Maximum grade, with its length, in main road,	Mass., 56.23 ft., 2,400 ft. R. I., 63.36 ft., 1,600 ft.	
59. Maximum grade, with its length, in branch roads,	–	–
60. Total rise and fall in main road,	Mass., 99.75 R. I., 63.52	163.27 ft.
61. Total rise and fall in branch roads,	–	–
62. Shortest radius of curvature, with length of curve, in main road,	Mass., 1,433 ft. r., 850 ft. R. I., 9,554 ft. r., 800 ft.	
63. Shortest radius of curvature, with length of curve, in branch roads,	–	–
64. Total degrees of curvature, in main road,	Mass., 95° 59′ R. I., 114° 57′	210° 56′
65. Total degrees of curvature, in branch roads,	–	–
66. Total length of straight line, in main road,	Ms., 15,916.05 R. I., 7,893.04	23,809.9 ft.
67. Total length of straight line, in branches,	–	
68. Aggregate length of wooden truss bridges,	Mass., 259 ft. 10.	
69. Aggregate length of all other wooden bridges,	R. I., 36 ft.	
70. Aggregate length of iron bridges,	–	–

71. Whole length of road unfenced on both sides,	–	–
72. Number of public ways crossed at grade,	Mass., 1, R. I., 3.	
73. Number of railroads crossed at grade,	–	–
74. Remarks,	–	–
75. Way stations for express trains,	–	–
76. Way stations for accommodation trains,	2	
77. Flag stations,	–	–
78. Whole number of way stations,	2	
79. Whole number of flag stations,	–	–
Doings during the Year.		
80. Miles run by passenger trains,	7,968	
81. Miles run by freight trains,	None.	
82. Miles run by other trains,	None.	
83. Total miles run,		7,968
84. Number of passengers carried in the cars,	39,408	
85. Number of passengers carried one mile,	263,448	
86. Number of tons of merchandise carried in the cars,	None.	
87. Number of tons of merchandise carried one mile,	None.	
88. Number of passengers carried one mile, to and from other roads,	None.	
89. Number of tons carried one mile, to and from other roads,	None.	
90. Rate of speed adopted for express passenger trains, including stops,	No express trains.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	No express trains.	
92. Rate of speed adopted for accommodation trains,	24 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	24 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	24 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops,	No freight trains.	
96. Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile,	199,200 tons.	
97. Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile,	None.	
Expenditures for Working the Road.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	Road operated by Prov. Warren and Bristol R. R. Co.	
99. For repairs of wooden bridges,		
100. For wages of switchmen, average per month, $		
101. For wages of gate-keepers, average per month,		
102. For wages of signal-men, average per month,		
103. For wages of watchmen, average per month,		
104. Number of men employed, exclusive of those engaged in construction,		
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)		
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,		
107. Total for maintenance of way,		
Motive Power and Cars.		
108. For repairs of locomotives,	Road operated by Prov W. and Bristol R. R. Co	
109. For new locomotives, to cover depreciation,		

110. For repairs of passenger cars,	
111. For new passenger cars to cover depreciation,	
112. For repairs of merchandise cars,	
113. For new merchandise cars to cover depreciation,	
114. For repairs of gravel and other cars,	
115. Total for maintenance of motive power and cars,	Road operated by Prov W. and Bristol R. R. Co
116. Number of engines,	
117. Number of passenger cars,	
118. Number of baggage cars,	
119. Number of merchandise cars,	
120. Number of gravel cars,	

MISCELLANEOUS.

121. For fuel used by engines during the year, viz.:—	
1. Wood, number of cords, . Cost of the same,	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . Cost of same,	
122. For oil used by cars and engines,	
123. For waste and other material for cleaning,	
124. For salaries, wages, and incidental expenses, chargeable to passenger department,	
125. For salaries, wages, and incidental expenses, chargeable to freight department,	
126. For gratuities and damages,	
127. For taxes and insurance.	
128. For ferries,	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	Road operated by Prov. W. and Bristol R. R. Co.
130. For renewals of iron, including laying down,	
131. For new iron laid down, deducting the value of old iron taken up,	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	
133. For amount paid other companies as rent for use of their roads, specifying each company,	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	
135. Total miscellaneous,	
136. Total expenditures for working the road,	
137. Total amount of interest paid during the year,	$12,193 57

INCOME DURING THE YEAR.

138. *For Passengers:*—		
1. On main road, including branches owned by company,	–	–
2. To and from other roads, specifying what,	–	–
139. *For Freight:*		
1. On main road and branches owned by company,	–	–
2. To and from other connecting roads,	–	–
140. United States mails,	–	–
141. Rents,	–	–
142. Total income,	–	–
143. Net earnings, after deducting expenses,	–	–

DIVIDENDS.		
144. per cent. Total,	–	–
145. Surplus not divided,	–	–
146. Surplus last year,	–	–
147. Total surplus,	–	–
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—		
148. Of roads and bridges,	–	–
149. Buildings,	–	–
150. Engines and cars,	–	–
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	–	–
152. Mortgage debt paid since last report,	–	–
153. Increase of mortgage debt since last report,	–	–
154. Present amount of mortgage debts,	–	–
155. Number of mortgages on road and franchise, or any property of the corporation,	None.	

JAMES Y. SMITH,
C. T. CHILD,
J. BORDEN,
W. M. BAILEY,
WINGATE HAYES,
Directors of the Fall River, Warren and Providence Railroad Corporation.

STATE OF RHODE ISLAND, &c.

PROVIDENCE, ss. January 3, 1866. Then personally appeared James Y. Smith, C. T. Child, J. Borden, W. M. Bailey and Wingate Hayes, and severally made oath to the truth of the foregoing statement by them subscribed.

Before WM. P. MORTON, *Notary Public.*

Providence, Rhode Island, January 3, 1866. The undersigned, Commissioners of the Fall River, Warren and Providence Railroad Company, have examined the above report, and believe it to be correct, and herewith approve the same.

CHARLES E. POWERS,
Commissioner for Massachusetts.
JOHN B. HUMPHREYS,
Commissioner for Rhode Island.

Annual Report of the Commissioners of the Fall River, Warren and Providence Railroad Company to the Legislature of Massachusetts, for the Year ending November 30th, 1865.

The undersigned, Commissioners of the Fall River, Warren and Providence Railroad Company, met at the office of the Company, in Providence, on Wednesday, the

3d day of January, A. D. 1866, for the purpose of investigating the accounts and expenditures of said Company, and for deciding what sums are applicable to that part of the road lying in the State of Massachusetts, and also what part is chargeable to that portion of the road lying in the State of Rhode Island; and having examined the accounts of said Company, we find that there had been expended for the road in Massachusetts, to the 30th of November, 1865, the sum of . . $245,179 86

That there had been expended in Rhode Island, to the 30th of November, 1865, the sum of 77,517 81

Making the whole cost of the road to the 30th of November, 1865, ... $322,697 67

The Commissioners further report, that the accounts of the expenditure on the road in each State have not been kept separate and distinct, as required by the charter of the Company.

CHARLES E. POWERS,
Commissioner for Massachusetts.

JOHN B. HUMPHREYS,
Commissioner for Rhode Island.

REPORT

OF THE

FITCHBURG RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$3,540,000 00
2. Number of shares of capital stock issued,	35,400	
3. Increase of capital since last report,	–	–
4. Capital paid in, per last report,	$3,540,000 00	
5. Capital paid in since last report,	–	–
6. Total amount of capital stock paid in,		3,540,000 00
7. Funded debt, per last report,		
8. Funded debt paid since last report,		
9. Funded debt, increase of, since last report,		
10. Total present amount of funded debt,		
11. Floating debt, per last report,		
12. Floating debt paid since last report,		
13. Floating debt, increase of, since last report,	This Corporat'n has no debt.	
14. Total present amount of floating debt,		
15. Total present amount of funded and floating debt,		
16. Average rate of interest per annum, paid during the year,		
17. Maximum amount of debts during the year,		
Cost of Road and Equipment.		
18. For graduation and masonry, per last report,	$757,696 16	
19. For graduation and masonry paid during the past year,	–	–
20. Total am'nt expended for graduation and masonry,		$757,696 16
21. For wooden bridges, per last report,	300,000 00	
22. For wooden bridges paid during the past year,	–	–
23. Total amount expended for wooden bridges,		300,000 00
24. Total amount expended for iron bridges, (if any,)	–	–
25. For superstructure, including iron, per last report,	905,000 00	
26. For superstructure, including iron, paid during the past year,	–	–
27. Total amount expended for superstructure, including iron,		905,000 00
28. For stations, buildings and fixtures, per last report,	445,000 00	
29. For stations, buildings and fixtures paid during the past year,	–	–
30. Total amount expended for stations, buildings and fixtures,		445,000 00
31. For land, land-damages and fences, per last report,	732,966 27	
32. For land, land-damages and fences paid during the past year,	–	–

33.	Total amount expended for land, land-damages and fences,		$732,966 27
34.	For locomotives, per last report,	$150,000 00	
35.	For locomotives paid during the past year,	–	–
36.	Total amount expended for locomotives,		150,000 00
37.	For passenger and baggage cars, per last report,	31,000 00	
38.	For passenger and baggage cars paid during the past year,	–	–
39.	Total amount expended for passenger and baggage cars,		31,000 00
40.	For merchandise cars, per last report,	169,149 32	
41.	For merchandise cars paid during the past year,	–	–
42.	Total amount expended for merchandise cars,		169,149 32
43.	For engineering, per last report,	49,188 25	
44.	For engineering paid during the past year,	–	–
45.	Total amount expended for engineering,		49,188 25
46.	For agencies and other expenses, per last report,	–	–
47.	For agencies and other expenses, paid during the past year,	–	–
48.	Total amount expended for agencies and other expenses,	–	–
49.	Total cost of road and equipment,		$3,540,000 00
50.	Amount of assets or property held by the corporation in addition to the cost of the road, [Also, fuel, iron, lumber and other working material, valued at $107,920.60,]	331,833 84	

CHARACTERISTICS OF ROAD.

51.	Length of road,	51 miles.
52.	Length of single main track,	– –
53.	Length of double main track,	51 miles.
54.	Length of branches owned by the Company, stating whether they have a single or double track,	42½ miles, single track.
55.	Aggregate length of sidings, and other tracks, excepting main track and branches,	24 8-10 miles.
56.	Weight of rail, per yard, in main road,	56 to 63 pounds.
57.	Weight of rail, per yard, in branch roads (specify the different weights per yard,)	49, 50, 53, 56 pounds.
58.	Maximum grade, with its length, in main road,	40 feet, 5 12-100 miles.
59.	Maximum grade, with its length, in branch roads,	97 feet, 3,200 feet.
60.	Total rise and fall in main road,	739½ feet rise, 312 feet fall.
61.	Total rise and fall in branch roads,	712½ feet.
62.	Shortest radius of curvature, with length of curve, in main road,	818 feet, 500 feet long.
63.	Shortest radius of curvature, with length of curve, in branch roads,	385 feet, 530 feet long.
64.	Total degrees of curvature in main road,	1,694½°
65.	Total degrees of curvature in branch roads,	2,428½°
66.	Total length of straight line in main road,	34 67-100 miles.
67.	Total length of straight line in branches,	22 miles.
68.	Aggregate length of wooden truss bridges,	1,653 feet.
69.	Aggregate length of all other wooden bridges,	6,054 feet.
70.	Aggregate length of iron bridges,	None.
71.	Whole length of road unfenced on both sides,	None.
72.	Number of public ways crossed at grade,	122 on main r'd and bran's.
73.	Number of railroads crossed at grade,	4
74.	Remarks,	–
75.	Way stations for express trains,	3
76.	Way stations for accommodation trains,	9
77.	Flag stations,	15
78.	Whole number of way stations,	13 on main r'd and branc's.
79.	Whole number of flag stations,	30 " "

	DOINGS DURING THE YEAR.		
80.	Miles run by passenger trains,	229,488	
81.	Miles run by freight trains,	223,282	
82.	Miles run by other trains,	4,494	
83.	Total miles run,		457,264
84.	Number of passengers carried in the cars,	1,427,957	
85.	Number of passenger carried one mile,	17,620,165	
86.	Number of tons of merchandise carried in the cars,	486,015	
87.	Number of tons of merchandise carried one mile,	13,613,688	
88.	Number of passengers carried one mile, to and from other roads,	5,334,616	
89.	Number of tons carried one mile, to and from other roads,	9,472,147	
90.	Rate of speed adopted for express passenger trains, including stops,	27 miles per hour.	
91.	Average rate of speed actually attained by express passenger trains, including stops and detentions,	27 miles per hour.	
92.	Rate of speed adopted for accommodation trains,	21½ miles per hour.	
93.	Rate of speed actually attained by accommodation trains, including stops and detentions,	21½ miles per hour.	
94.	Average rate of speed actually attained by special trains, including stops and detentions,	17½ miles per hour.	
95.	Average rate of speed adopted for freight trains, including stops,	10 miles per hour.	
96.	Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	9,202,000	
97.	Estimated weight in tons of merchandise cars (not including freight,) hauled one mile,	22,818,000	
	EXPENDITURES FOR WORKING THE ROAD.		
98.	For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	$77,676 37	
99.	For repairs of wooden bridges,	20,069 13	
100.	For wages of switchmen, average per month, $	Total, 14,816 64	
101.	For wages of gate-keepers, average per month,		
102.	For wages of signal-men, average per month,		
103.	For wages of watchmen, average per month,		
104.	Number of men employed, exclusive of those engaged in construction,	440	
105.	For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	2,578 40	
106.	For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	2,167 02	
107.	Total for maintenance of way,		$117,307 56
	MOTIVE POWER AND CARS.		
108.	For repairs of locomotives,	$66,926 48	
109.	For new locomotives, to cover depreciation,	–	–
110.	For repairs of passenger cars,	17,726 85	
111.	For new passenger cars, to cover depreciation,	–	–
112.	For repairs of merchandise cars,	28,204 01	
113.	For new merchandise cars, to cover depreciation,	–	–
114.	For repairs of gravel and other cars,	1,312 45	
115.	Total for maintenance of motive power and cars,		$114,169 79
116.	Number of engines,	27	
117.	Number of passenger cars,	26	

118. Number of baggage cars,	10		
119. Number of merchandise cars,	319 8-wheel, 298 4-wheel.		
120. Number of gravel cars,	37		
MISCELLANEOUS.			
121. For fuel used by engines during the year, viz. :—			
1. Wood, number of cords, 13,314. Cost of the same,	$87,275 79		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 1,467. Cost of same,	17,802 54		
122. For oil used by cars and engines,	11,614 99		
123. For waste and other material for cleaning,	4,080 23		
124. For salaries, wages and incidental expenses, chargeable to passenger department,	43,454 37		
125. For salaries, wages and incidental expenses, chargeable to freight department,	82,734 00		
126. For gratuities and damages,	13,400 84		
127. For taxes and insurance,	88,439 74		
128. For ferries,	–	–	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	33,102 76		
130. For renewals of iron, including laying down,	4,778 65		
131. For new iron laid down, deducting the value of old iron taken up,	50,279 07		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	–	–	
133. For amount paid other companies, as rent for use of their roads, specifying each company,	–	–	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	10,998 75		
135. Total miscellaneous,		$447,961 73	
136. Total expenditures for working the road,		$679,439 08	
137. Total amount of interest paid during the year,	Nothing.		
INCOME DURING THE YEAR.			
138. *For Passengers* :—			
1. On main road, including branches owned by company,	$291,951 36	$407,889 06	
2. To and from other roads, specifying what,	115,937 70		
139. *For Freight* :—			
1. On main road and branches owned by company,	311,310 60	556,993 66	
2. To and from other connecting roads,	245,683 06		
140. U. S. mails,		10,000 00	
141. Rents, [and interest,]		18,811 18	
142. Total income,		$993,693 96	
143. Net earnings, after deducting expenses,		$314,254 82	
DIVIDENDS.			
144. 7 per cent., [and tax.] Total,		$260,842 10	
145. Surplus not divided,	$53,412 72		
146. Surplus last year,	371,355 48		
147. Total surplus,		424,768 20	

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—	
148. Of roads and bridges, ...	Nothing.
149. Buildings, ...	Nothing.
150. Engines and cars, ...	Nothing.
MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report, ...	This Corporat'n has no debt.
152. Mortgage debt paid since last report, . . .	
153. Increase of mortgage debt since last report, .	
154. Present amount of mortgage debts, . . .	
155. Number of mortgages on road and franchise, or any property of the corporation, ...	

ACCIDENTS.

March 14, 1865.—Alice Singer jumped from a train, near Porter's Station, which was hauling up to allow the special train to leave the station. She fell under the engine of the special train and was so much injured that she died.

April 6, 1865.—Sybil G. Potter attempted to cross the track in advance of the express train, at a crossing near Concord Station, and was fatally injured.

May 1, 1865.—Lawrence Devine was run over and killed while walking upon the track near Groton Junction.

May 17, 1865.—William Sullivan, while coupling cars near Gage's Wharf, caught his leg under a brake and was fatally injured.

May 29, 1865.—Michael Ryan, about two years old, was run over and killed near the Chemistry Station, while playing upon the track.

June 3, 1865.—J. H. Sanderson was thrown under an engine and killed at Groton Junction, in consequence of his foot having caught in a frog.

July 7, 1865.—John Conklin, a trackman, was struck by an engine, near Prison Point, and had his leg broken.

July 29, 1865.—Dr. Warren drove upon a crossing, near Waltham Station, while a freight train was backing across it, and was severely injured.

September 20, 1865.—John Kelley drove upon the track at East Cambridge Crossing, against the remonstrance of the gateman and while the gate was closed, and was instantly killed.

October 28, 1865.—Isaac Rosey was run over and killed, near the Brick Yards, while sitting upon the rail.

October 30, 1865.—Julia Owens was killed at South Acton, while standing upon the track.

November 15, 1865.—A boy named Michael Monahan got upon a cattle car, near Porter's, for a ride, and in jumping from the car, near the Brick Yards, fell upon the track and was killed.

WM. B. STEARNS,
ALVAH CROCKER,
W. E. FAULKNER,
P. B. BRIGHAM,
WILLIAM A. BRIGHAM,
Directors of the Fitchburg Railroad Corporation.

SUFFOLK, ss. December 29, 1865. Then personally appeared Alvah Crocker, W. E. Faulkner, P. B. Brigham and William A. Brigham, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before WILLIAM B. STEARNS, *Justice of the Peace.*

MIDDLESEX, ss. January 2, 1866. Then personally appeared Wm. B. Stearns and made oath to the truth of the foregoing statement by him subscribed.

WILLIAM S. STEARNS, *Justice of the Peace.*

REPORT

OF THE

FITCHBURG AND WORCESTER RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$500,000 00
2. Number of shares of capital stock issued,	2,479	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	$266,126 70	
5. Capital paid in since last report, [less profit on stock bought and cancelled in the past ten years,]	18,226 70	
6. Total amount of capital stock paid in,		247,900 00
7. Funded debt, per last report,	8,800 00	
8. Funded debt paid since last report,	6,800 00	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,		2,000 00
11. Floating debt, per last report,	397 73	
12. Floating debt paid since last report,	None.	
13. Floating debt, increase of, since last report,	4,270 27	
14. Total present amount of floating debt,		4,668 00
15. Total present amount of funded and floating debt,		$6,668 00
16. Average rate of interest per annum, paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	8,800 00	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	$105,801 32	
19. For graduation and masonry paid during the past year,	None.	
20. Total am't expended for graduation and masonry,		$105,801 32
21. For wooden bridges, per last report,	1,679 92	
22. For wooden bridges paid during the past year,	None.	
23. Total amount expended for wooden bridges,		1,679 92
24. Total amount expended for iron bridges (if any,)	None.	
25. For superstructure, including iron, per last report,	100,267 83	
26. For superstructure, including iron, paid during the past year,	None.	
27. Total amount expended for superstructure, including iron		100,267 83
28. For stations, buildings and fixtures, per last report,	21,991 79	
29. For stations, buildings and fixtures paid during the past year,	None.	
30. Total amount expended for stations, buildings and fixtures,		21,991 79
31. For land, land-damages and fences, per last report,	32,092 88	
32. For land, land-damages and fences paid during the past year,	None.	

33. Total amount expended for land, land-damages, and fences,		$32,092 88
34. For locomotives, per last report,	$18,867 19	
35. For locomotives paid during the past year,	None.	
36. Total amount expended for locomotives,		18,867 19
37. For passenger and baggage cars, per last report,	6,594 24	
38. For passenger and baggage cars paid during the past year,	None.	
39. Total amount expended for passenger and baggage cars,		6,594 24
40. For merchandise cars, per last report,	14,765 12	
41. For merchandise cars paid during the past year,	None.	
42. Total amount expended for merchandise cars,		14,765 12
43. For engineering, per last report,	7,746 59	
44. For engineering paid during the past year,	None.	
45. Total amount expended for engineering,		7,746 59
46. For agencies and other expenses, per last report,	24,079 81	
47. For agencies and other expenses paid during the past year,	None.	
48. Total amount expended for agencies and other expenses,		24,079 81
49. Total cost of road and equipment,		$333,884 69
[Taken from reserved fund and credited construction account, Dec. 23, 1857,]		58,884 69
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	26,200 00	$275,000 00

CHARACTERISTICS OF ROAD.

51. Length of road,	13 903-1,000 miles.
52. Length of single main track,	13 994-1,000 miles.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	2 756-1,000 miles.
56. Weight of rail, per yard, in main road,	54 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	39 6-10 feet per mile for 3 879-1,000 miles, and 61 feet per mile for 121 feet at crossing of Fitchburg Railroad.
59. Maximum grade, with its length, in branch roads,	None.
60. Total rise and fall in main road,	304 3-1,000 feet.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature, with length of curve, in main road,	800 ft., length of curve 702 ft.
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degrees of curvature in main road,	805° 48′
65. Total degrees of curvature in branch roads,	None.
66. Total length of straight line in main road,	7 369-1,000 miles.
67. Total length of straight line in branches,	None.
68. Aggregate length of wooden truss bridges,	All stone bridges.
69. Aggregate length of all other wooden bridges,	
70. Aggregate length of iron bridges,	
71. Whole length of road unfenced on both sides,	None.
72. Number of public ways crossed at grade,	17
73. Number of railroads crossed at grade,	1

74. Remarks,		–	–
75. Way stations for express trains,		No express.	
76. Way stations for accommodation trains,		4	
77. Flag stations,		3	
78. Whole number of way stations,		4	
79. Whole number of flag stations,		3	
Doings during the Year.			
80. Miles run by passenger trains,		26,292	
81. Miles run by freight trains,		8,764	
82. Miles run by other trains,		2,110	
83. Total miles run,			37,166
84. Number of passengers carried in the cars,		67,858	
85. Number of passengers carried one mile,		839,021	
86. Number of tons of merchandise carried in the cars,		35,828	
87. Number of tons of merchandise carried one mile,		532,421	
88. Number of passengers carried one mile to and from other roads,		697,472	
89. Number of tons carried one mile to and from other roads,		516,389	
90. Rate of speed adopted for express passenger trains, including stops,		No express.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,		No express.	
92. Rate of speed adopted for accommodation trains,		23 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,		22 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,		17 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops,		10½ miles per hour.	
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile,		316,376 tons.	
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile,		617,816 tons.	
Expenditures for Working the Road.			
98. For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,		$8,990 07	
99. For repairs of wooden bridges,		None.	
100. For wages of switchmen, average per month,	$32 50	390 00	
101. For wages of gate-keepers, average per month,			
102. For wages of signal-men, average per month,	$37 50	449 87	
103. For wages of watchmen, average per month,			
104. Number of men employed, exclusive of those engaged in construction,		34	
105. For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used,)		No expense.	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,		88 28	
107. Total for maintenance of way,			$9,918 22
Motive Power and Cars.			
108. For repairs of locomotives,		$3,054 54	
109. For new locomotives, to cover depreciation,		None.	
110. For repairs of passenger cars,		2,920 30	
111. For new passenger cars, to cover depreciation,		None.	

112. For repairs of merchandise cars,	$1,482 73	
113. For new merchandise cars, to cover depreciation,	None.	
114. For repairs of gravel and other cars,	None.	
115. Total for maintenance of motive power and cars,		$7,457 57
116. Number of engines,	4	
117. Number of passenger cars,	3	
118. Number of baggage cars,	1	
119. Number of merchandise cars,	14-26 of 74, counting each 8-wheel car as two.	
120. Number of gravel cars,	None.	
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz.:—		
1. Wood, No. of cords, 1,476. Cost of the same, [$5.40,]	$7,941 64	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of same,	–	–
122. For oil used by cars and engines,	945 51	
123. For waste and other material for cleaning,	432 64	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	3,237 74	
125. For salaries, wages and incidental expenses, chargeable to freight department,	3,853 53	
126. For gratuities and damages,	227 50	
127. For taxes and insurance,	6,983 28	
128. For ferries,	–	–
129. For repairs of station buildings, aqueducts, fixtures, furniture,	1,191 71	
130. For renewals of iron, including laying down,	377 33	
131. For new iron laid down, deducting the value of old iron taken up,	1,391 00	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	–	–
133. For amount paid other companies, as rent for use of their roads, specifying each company,	–	–
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	2,005 90	
135. Total miscellaneous,		$28,587 78
136. Total expenditures for working the road,		$45,963 57
137. Total amount of interest paid during the year,		500 55
INCOME DURING THE YEAR.		
138. *For Passengers:*—		
1. On main road, including branches owned by company,	$28,823 79	
2. To and from other roads, specifying what,	–	–
139. *For Freight:*—		
1. On main road and branches owned by Co.,	33,218 56	
2. To and from other connecting roads,	–	–
140. U. S. mails,	1,400 00	
141. Rents,	2,947 97	
142. Total income,		$66,390 32
143. Net earnings, after deducting expenses,	20,426 75	
DIVIDENDS.		
144. 6 per cent. Total,		$14,829 00
145. Surplus not divided,	5,097 20	
146. Surplus last year,	21,605 72	
147. Total surplus,		$26,702 92

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—		
148. Of roads and bridges, ...	None.	
149. Buildings, ...	None.	
150. Engines and cars, ...	None.	
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, ...	$8,800 00	
152. Mortgage debt paid since last report, . . .	6,800 00	
153. Increase of mortgage debts since last report, .	None.	
154. Present amount of mortgage debts, . . .		$2,000 00
155. Number of mortgages on road and franchise, or any property of the Corporation, ...	One.	

ACCIDENT.

July 3, 1865.—About two miles north of Leominster, as the last train down from Fitchburg was passing around a curve northerly from the old turnpike, a child was observed on the track, in the field a short distance ahead, and every effort was made to stop the train, but without avail, and the child was run over and killed. It was about twenty months old, and belonged to George W. Camp.

IVERS PHILLIPS,
NATH'L WOOD,
JAMES H. CARTER,
H. A. BLOOD,
WM. D. PECK,
Directors of the Fitchburg and Worcester Railroad Corporation.

WORCESTER, ss. December 28, 1865. Then personally appeared Ivers Phillips, Nath'l Wood, James H. Carter, H. A. Blood, Wm. D. Peck, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me, AMASA NORCROSS, *Justice of the Peace.*

REPORT

OF THE

FOXBOROUGH BRANCH RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

The Foxborough Branch Railroad Company respectfully represent that during the past year they have done nothing, and that their situation is precisely as reported for the year ending November 30, 1864.

OTIS CARY,
W. MANUEL,
E. P. CARPENTER,
V. S. POND,
J. E. CARPENTER,
Directors of the Foxborough Branch Railroad Corporation.

SUFFOLK, ss. December 29, 1865. Personally appeared W. Manuel and J. E. Carpenter, above named, and made oath that the above statement subscribed by them is true.

Before me, GUILFORD WHITE, *Justice of the Peace.*

NORFOLK, ss. January 1, 1866. Personally appeared Otis Cary, E. P. Carpenter V. S. Pond, and made oath that the above statement subscribed by them is true.

Before me, R. W. KERR, *Justice of the Peace.*

REPORT

OF THE

HARTFORD AND NEW HAVEN RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,* [allowed by charter in Massachusetts,]		$300,000 00
2. Number of shares of capital stock issued,	30,000	
3. Increase of capital since last report,	$176,000 00	
4. Capital paid in, per last report,	2,824,000 00	
5. Capital paid in since last report,	176,000 00	
6. Total amount of capital stock paid in, [Connecticut and Massachusetts,]		3,000,000 00
7. Funded debt, per last report,	927,000 00	
8. Funded debt paid since last report,	–	–
9. Funded debt, increase of, since last report,	–	–
10. Total present amount of funded debt,		927,000 00
11. Floating debt, per last report,	–	–
12. Floating debt paid since last report,	–	–
13. Floating debt, increase of, since last report,	–	–
14. Total present amount of floating debt,	–	–
15. Total present amount of funded and floating debt,		927,000 00
16. Average rate of interest per annum paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	927,000 00	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry per last report,	–	–
19. For graduation and masonry, paid during the past year,	–	–
20. Total expended for graduation and masonry,	–	–
21. For wooden bridges, per last report,	–	–
22. For wooden bridges paid during the past year,	–	–
23. Total amount expended for wooden bridges,	–	–
24. Total amount expended for iron bridges, (if any,)	–	–
25. For superstructure, including iron, per last report,	–	–
26. For superstructure, including iron paid during the past year,	–	–
27. Total amount expended for superstructure, including iron,	–	–
28. For stations, buildings and fixtures, per last report,	–	–
29. For stations, buildings and fixtures paid during the past year,	–	–
30. Total amount expended for stations, buildings and fixtures,	–	

* The capital stock has been merged in the capital stock of the Hartford and New Haven Railroad Company, according to the provisions of the charter and amendments thereof.

31. For land, land-damages and fences, per last report,	$56,720 07	
32. For land, land-damages and fences paid during the past year,	277 36	
33. Total amount expended for land, land-damages, and fences,		$56,997 43
34. For locomotives, per last report,	94,000 00	
35. For locomotives paid during the past year,		
36. Total amount expended for locomotives,		
37. For passenger and baggage cars, per last report,		
38. For passenger and baggage cars paid during the past year,		
39. Total amount expended for passenger and baggage cars,	160,000 00*	
40. For merchandise cars, per last report,		
41. For merchandise cars paid during the past year,		
42. Total amount expended for merchandise cars,		
43. For engineering, per last report,		
44. For engineering paid during the past year,		
45. Total amount expended for engineering,		
46. For agencies and other expenses, per last report,		
47. For agencies and other expenses, paid during the past year,	General expense and transportation account.	
48. Total amount expended for agencies and other expenses,		
49. Total cost of road and equipment,†		
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	–	–
[Railway, including double tracks, branch tracks, depot, bridges, &c.,]	3,129,047 20	
Characteristics of Road.		
51. Length of road, [in Massachusetts,]	5.87	
52. Length of single main track,	–	
53. Length of double main track,	5.87	
54. Length of branches owned by the Company, stating whether they have a single or double track, [In Massachusetts, none.]	–	–
55. Aggregate length of sidings, and other track, excepting main track and branches,	2 48-320	
56. Weight of rail, per yard, in main road,	57 lbs.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	57 lbs.	
58. Maximum grade, with its length, in main road,	17.58 ft.; length 52-100 mls.	
59. Maximum grade, with its length, in branch roads,	–	–
60. Total rise and fall in main road,	31.61	
61. Total rise and fall in branch roads,	–	
62. Shortest radius of curvature, with length of curve, in main road,	477½ ft.; length 1-10 mile.	
63. Shortest radius of curvature, with length of curve, in branch roads,	–	–
64. Total degrees of curvature in main road,	277°	
65. Total degrees of curvature in branch roads,	–	–
66. Total length of straight line in main road,	4.25	
67. Total length of straight line in branches,	–	–
68. Aggregate length of wooden truss bridges,	–	–

* New locomotives and cars are charged to general expenses of the road.

† Cost of road in Connecticut,	$2,604,284 86
Middletown Branch,	197,467 69
Middletown Extension,	27,682 66
Cost of road in Massachusetts,	247,895 27 17,132 29

69.	Aggregate length of all other wooden bridges,	–	–
70.	Aggregate length of iron bridges,	–	–
71.	Whole length of road unfenced on both sides,	–	–
72.	Number of public ways crossed at grade,	7	
73.	Number of railroads crossed at grade,	–	–
74.	Remarks,	–	–
75.	Way stations for express trains,	–	–
76.	Way stations for accommodation trains,		–
77.	Flag stations,	1—Longmeadow.	
78.	Whole number of way stations,	–	–
79.	Whole number of flag stations,	1	
	Doings during the Year.		
80	Miles run by passenger trains,	28,742	
81.	Miles run by freight trains,	10,861	
82.	Miles run by other trains,	–	–
83.	Total miles run,		39,603
84.	Number of passengers carried in the cars,	406,612½	
85.	Number of passengers carried one mile,	2,366,746½	
86.	Number of tons of merchandise carried in the cars,	161,029	
87	Number of tons of merchandise carried one mile,	946,045	
88.	Number of passengers carried one mile, to and from other roads,	1,309,016	
89.	Number of tons carried one mile, to and from other roads,	488,800	
90.	Rate of speed adopted for express passenger trains, including stops,	33 miles.	
91.	Average rate of speed actually attained by express passenger trains, including stops and detentions,	33 miles.	
92.	Rate of speed adopted for accommodation trains,	27 miles.	
93.	Rate of speed actually attained by accommodation trains, including stops and detentions,	27 miles.	
94.	Average rate of speed actually attained by special trains, including stops and detentions,	27 miles.	
95.	Average rate of speed adopted for freight trains, including stops,	12 miles.	
96.	Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile,	–	–
97.	Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile,	–	
	Expenditures for Working the Road.		
98.	For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	–	–
99.	For repairs of wooden bridges,	–	–
100.	For wages of switchmen, average per month, $42 25	Total, $3,000 00	
101.	For wages of gate-keepers, average per month, 39 00		
102.	For wages of signal-men, average per month,		
103.	For wages of watchmen, average per month, 42 00		
104.	Number of men employed, exclusive of those engaged in construction, [Massachusetts,]	65	
	[Number of men employed on trains between Springfield and New Haven,]	87	
105.	For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	–	–

106. For repairs of fences, gates, houses for signalmen, gate-keepers, switchmen, tool-houses,	–	–
107. Total for maintenance of way, [Massachusetts,]		$16,238 94
Motive Power and Cars.		
[Whole road, Springfield to New Haven.]		
108. For repairs of locomotives,	$80,243 80	
109. For new locomotives, to cover depreciation,	–	–
110. For repairs of passenger cars,	33,086 53	
111. For new passenger cars, to cover depreciation,	43,329 08	
112. For repairs of merchandise cars,	46,820 20	
113. For new merchandise cars, to cover depreciation,	12,604 42	
114. For repairs of gravel and other cars,	–	–
115. Total for maintenance of motive power and cars,	–	–
116. Number of engines,	24	
117. Number of passenger cars,	29	
118. Number of baggage cars,	13	
119. Number of merchandise cars,	394	
120. Number of gravel cars,	13	
[Tools and machinery at shop,]	$11,330 74	
Miscellaneous.		
121. For fuel used by engines during the year, viz.:—		
[Year ending August 31, 1865.]		
1. Wood, number of cords, 2,473. Cost of the same,	$18,608 00	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 7,860. Cost of same, [average cost per ton, $15.77,]	113,969 12	
122. For oil used by cars and engines, [and stations,]	12,654 31	
123. For waste and other material for cleaning,	3,841 48	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	In general expense and transportation account.	
125. For salaries, wages and incidental expenses, chargeable to freight department,		
126. For gratuities and damages,	4,013 81	
127. For taxes and insurance,	137,177 05	
128. For ferries,	–	–
129. For repairs of station buildings, aqueducts, fixtures, furniture, [and new buildings,]	56,883 60	
130. For renewals of iron, including laying down,	–	–
131. For new iron laid down, deducting the value of old iron taken up,		–
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	–	–
133. For amount paid other companies, as rent for use of their roads, specifying each company,	–	–
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	In general expense and transportation account.	
135. Total miscellaneous,		$390,285 68
136. Total expenditures for working the road,		$912,377 07
137. Total amount of interest paid during the year, [General expense and transportation account, $264,913.37.]	53,996 99	
Income during the Year.		
138. *For Passengers* :—		
1. On main road and branches owned by Co.,	$944,627 39	
2. To and from other roads, specifying what,		

139. *For Freight:*—		
1. On main road, including branches owned by company,	$456,742 62	
2. To and from other connecting roads,		
140. U. S. mails,	16,875 00	
141. Rents, [and expresses,]	41,466 30	
142. Total income,	–	–
143. Net earnings, after deducting expenses,		$359,530 70
DIVIDENDS.		
144. 12 per cent. Total, [amount paid year ending September 1, 1865,]		$327,437 50
145. Surplus not divided,	–	–
146. Surplus last year,	–	–
147. Total surplus,	–	–
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—		
148. Of road and bridges,	–	–
149. Buildings,	–	–
150. Engines and cars,	–	–
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	$927,000 00	
152. Mortgage debt, paid since last report,	–	–
153. Increase of mortgage debt, since last report,	–	–
154. Present amount of mortgage debts.		$927,000 00
155. Number of mortgages on road and franchise, or any property of the corporation,	1	

W. P. BURRALL, *Vice Pres.*,
HENRY C. ROBINSON,
SAMUEL H. PARSONS,
EZRA C. READ,
C. W. CHAPIN,
Directors of the Hartford and New Haven Railroad Corporation.

HAMPDEN, ss. Springfield, January 1, 1866. Personally appeared C. W. Chapin, and made oath that the above statement signed by him is true, according to his best knowledge and belief.

Before me, E. HAYES, *Justice of the Peace.*

STATE OF CONNECTICUT.

NEW HAVEN COUNTY, ss. New Haven, December 26, 1865. Then personally appeared Ezra C. Read and made oath to the truth of the foregoing statement by him subscribed.

Before me, FRANCIS WAYLAND, *Justice of the Peace.*

HARTFORD COUNTY, ss. December 27, 1865. Then personally appeared W. P. Burrall, Henry C. Robinson and Samuel H. Parsons, and severally made oath to the truth of the foregoing statement by them subscribed.

Before URIAH CASE, *Justice of the Peace.*

REPORT

OF THE

HORN POND BRANCH RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$10,000 00
2. Number of shares of capital stock issued,	100	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	$2,000 00	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		$2,000 00
7. Funded debt per last report,	None.	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,	None.	
11. Floating debt, per last report,	$13,238 46	
12. Floating debt paid since last report,	Nothing.	
13. Floating debt, increase of, since last report,	Nothing.	
14. Total present amount of floating debt,		13,238 46
15. Total present amount of funded and floating debt,		13,238 46
16. Average rate of interest per annum paid during the year,	None.	
17. Maximum amount of debts during the year,	13,238 46	
Cost of Road and Equipment.		
18. For graduation and masonry, per last report,	$3,946 05	
19. For graduation and masonry paid during the past year,	Nothing.	
20. Total amount expended for graduation and masonry,		$3,946 05
21. For wooden bridges, per last report,	1,766 96	
22. For wooden bridges paid during the past year,	Nothing.	
23. Total amount expended for wooden bridges,		1,766 96
24. Total amount expended for iron bridges, (if any,)	Nothing.	
25. For superstructure, including iron, per last report,	Belongs to B. & L. Railroad.	
26. For superstructure, including iron, paid during the past year,	Nothing.	
27. Total amount expended for superstructure, including iron,	Nothing.	
28. For stations, buildings and fixtures, per last report,	Nothing.	
29. For stations, buildings and fixtures paid during the past year,	Nothing.	
30. Total amount expended for stations, buildings and fixtures,	Nothing.	
31. For land, land-damages and fences, per last report,	6,438 36	
32. For land, land-damages and fences paid during the past year,	Nothing.	

33. Total amount expended for land, land-damages, and fences,	$6,438 36
34. For locomotives, per last report,	Nothing, road being operated by Boston and Lowell Railroad.
35. For locomotives paid during the past year,	
36. Total amount expended for locomotives,	
37. For passenger and baggage cars, per last report,	
38. For passenger and baggage cars paid during the past year,	
39. Total amount expended for passenger and baggage cars,	
40. For merchandise cars, per last report,	
41. For merchandise cars paid during the past year,	
42. Total amount expended for merchandise cars,	
43. For engineering, per last report,	$924 15
44. For engineering paid during the past year,	Nothing.
45. Total amount expended for engineering,	924 15
46. For agencies and other expenses, per last report,	Nothing, road being operated by Boston and Lowell Railroad.
47. For agencies and other expenses paid during the past year,	
48. Total amount expended for agencies and other expenses,	
49. Total cost of road and equipment,	
50. Amount of assets or property held by the corporation in addition to the cost of the road,	

Characteristics of Road.

1. Length of road,	About 3,500 feet.
2. Length of single main track,	About 3,500 feet.
3. Length of double main track,	None.
4. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	400 feet.
56. Weight of rail, per yard, in main road,	56 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	380.6 ft. per mile for 450 ft.
59. Maximum grade, with its length in branch roads,	None.
60. Total rise and fall in main road,	1,707 feet.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature, with length of curve, in main road,	501.06 feet, for 775.5 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degrees of curvature in main road,	217°
65. Total degrees of curvature in branch roads,	None.
66. Total length of straight line in main road,	660 feet.
67. Total length of straight line in branches,	None.
68. Aggregate length of wooden truss bridges,	None.
69. Aggregate length of all other wooden bridges,	15 feet.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	None.
72. Number of public ways crossed at grade,	1
73. Number of railroads crossed at grade,	None.
74. Remarks,	–
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	None.
77. Flag stations,	1
78. Whole number of way stations,	None.
79. Whole number of flag stations,	1

Doings During the Year.	
80. Miles run by passenger trains,	None.
81. Miles run by freight trains,	480
82. Miles run by other trains,	None.
83. Total miles run,	480
84. Number of passengers carried in the cars,	None.
85. Number of passengers carried one mile,	None.
86. Number of tons of merchandise carried in the cars,	18,350 tons carried about
87. Number of tons of merchandise carried one mile,	3,500 feet.
88. Number of passengers carried one mile, to and from other roads,	None.
89. Number of tons carried one mile, to and from other roads,	None.
90. Rate of speed adopted for express passenger trains, including stops,	No such trains.
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	
92. Rate of speed adopted for accommodation trains,	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	
94. Average rate of speed actually attained by special trains, including stops and detentions,	
95. Average rate of speed adopted for freight trains, including stops,	8 miles per hour.
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	None hauled.
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	17,244
Expenditures for Working the Road.	
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	Nothing, road being operated by Boston and Lowell Railroad.
99. For repairs of wooden bridges,	
100. For wages of switchmen, average per month, $	
101. For wages of gate-keepers, average per month,	
102. For wages of signal-men, average per month,	
103. For wages of watchmen, average per month,	
104. Number of men employed, exclusive of those engaged in construction,	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	
107. Total for maintenance of way,	
Motive Power and Cars.	
108. For repairs of locomotives,	Nothing, road being operated by Boston and Lowell Railroad.
109. For new locomotives, to cover depreciation,	
110. For repairs of passenger cars,	
111. For new passenger cars, to cover depreciation,	
112. For repairs of merchandise cars,	
113. For new merchandise cars, to cover depreciation,	
114. For repairs of gravel and other cars,	
115. Total for maintenance of motive power and cars.	
116. Number of engines,	
117. Number of passenger cars,	
118. Number of baggage cars,	

119. Number of merchandise cars, ...	Nothing, road being operated by B. & L. Railroad.
120. Number of gravel cars, ...	
Miscellaneous.	
121. For fuel used by engines during the year, viz.:—	
1. Wood, number of cords, . Cost of the same, ...	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . Cost of same, . .	
122. For oil used by cars and engines, . . .	
123. For waste and other material for cleaning, . .	
124. For salaries, wages, and incidental expenses, chargeable to passenger department, . .	
125. For salaries, wages, and incidental expenses, chargeable to freight department, . . .	
126. For gratuities and damages, ...	
127. For taxes and insurance, ...	
128. For ferries, ...	
129. For repairs of station buildings, aqueducts, fixtures, furniture, ...	Road operated by Boston and Lowell Railroad.
130. For renewals of iron, including laying down, .	
131. For new iron laid down, deducting the value of old iron taken up, ...	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, ...	
133. For amount paid other companies, as rent for use of their roads, specifying each company, .	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, ...	
135. Total miscellaneous, ...	
136. Total expenditures for working the road, . .	
137. Total amount of interest paid during the year, .	Nothing.
Income during the Year.	
138. *For Passengers:*—	
1. On main road, including branches owned by company, ...	There is no income received.
2. To and from other roads, specifying what, .	
139. *For Freight:*—	
1. On main road, and branches owned by Co.,	
2. To and from other connecting roads, . .	
140. U. S. mails, ...	
141. Rents, ...	
142. Total income, ...	
143. Net earnings, after deducting expenses, . .	
Dividends.	
144. per cent. Total, ...	None made.
145. Surplus not divided, ...	None made.
146. Surplus last year, ...	None.
147. Total surplus, ...	None.
Estimated Depreciation beyond the Renewals, Viz.:—	
148. Of roads and bridges, ...	Nothing.
149. Buildings, ...	No building.
150. Engines and cars, ...	No engines or cars.

MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, ...	None.
152. Mortgage debt paid since last report, . . .	None.
153. Increase of mortgage debt since last report, .	None.
154. Present amount of mortgage debts, . . .	None.
155. Number of mortgages on road and franchise, or any property of the Corporation, . . .	None.

GEORGE DRAPER, *President*,
DANIEL DRAPER,
THOS. J. PEIRCE,
FRANCIS HALL,
WM. P. DRAPER.
Directors of the Horn Pond Branch Railroad Corporation.

SUFFOLK, ss. January 3, 1866. Then personally appeared Geo. Draper, *Pres't*, Daniel Draper, Francis Hall, Thos. J. Peirce, and Wm. P. Draper, Directors, and severally made oath to the truth of the foregoing statement by them subscribed.

Before DANIEL SHARP, *Justice of the Peace and Notary Public.*

REPORT

OF THE

LEXINGTON AND W. CAMBRIDGE R. R. CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$241,200 00
2. Number of shares of capital stock issued,	2,412	
3. Increase of capital since last report,	–	–
4. Capital paid in, per last report,	–	–
5. Capital paid in since last report,	–	–
6. Total amount of capital stock paid in,		241,200 00
7. Funded debt, per last report,	–	–
8. Funded debt paid since last report,	–	–
9. Funded debt, increase of, since last report,	–	–
10. Total present amount of funded debt,	–	–
11. Floating debt, per last report,	–	–
12. Floating debt paid since last report,	–	–
13. Floating debt, increase of, since last report,	$3,170 00	
14. Total present amount of floating debt,		3,170 00
15. Total present amount of funded and floating debt, [owed to stockholders, interest on preferred stock,]		30,600 00
16. Average rate of interest per annum paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	–	–
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	$43,862 15	
19. For graduation and masonry paid during the past year,	–	–
20. Total am't expended for graduation and masonry,		$43,862 15
21. For wooden bridges, per last report,	14,414 16	
22. For wooden bridges paid during the past year,	–	–
23. Total amount expended for wooden bridges,		14,414 16
24. Total amount expended for iron bridges, (if any,)	None.	
25. For superstructure, including iron, per last report,	72,884 25	
26. For superstructure, including iron, paid during the past year,	–	–
27. Total amount expended for superstructure, including iron,		72,884 25
28. For stations, buildings and fixtures, per last report,	15,715 48	
29. For stations, buildings and fixtures paid during the past year,	–	–
30. Total amount expended for stations, buildings and fixtures,		15,715 48
31. For land, land-damages and fences, per last report,	54,271 48	
32. For land, land-damages and fences paid during the past year,	–	–

33. Total amount expended for land, land-damages, and fences,		$54,271 48
34. For locomotives, per last report,	$10,500 00	
35. For locomotives paid during the past year,	–	–
36. Total amount expended for locomotives,		10,500 00
37. For passenger and baggage cars, per last report,	6,800 00	
38. For passenger and baggage cars paid during the past year,	6,900 00	
39. Total amount expended for passenger and baggage cars,		13,700 00
40. For merchandise cars, per last report,	3,200 00	
41. For merchandise cars paid during the past year,	–	–
42. Total amount expended for merchandise cars,		3,200 00
43. For engineering, per last report,	6,175 34	
44. For engineering paid during the past year,	–	–
45. Total amount expended for engineering,		6,175 34
46. For agencies and other expenses, per last report,	23,434 89	
47. For agencies and other expenses paid during the past year,	–	–
48. Total amount expended for agencies and other expenses,		23,434 89
49. Total cost of road and equipment,		–
50. Amount of assets or property held by the corporation, in addition to the cost of the road,		$258,157 75

Characteristics of Road.

51. Length of road,	6 632-1,000 miles.
52. Length of single main track,	6 642-1,000 miles.
53. Length of double main track,	–
54. Length of branches owned by the Company, stating whether they have a single or double track,	–
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	3,250 feet.
56. Weight of rail, per yard, in main road,	56 and 60 pounds.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	–
58. Maximum grade, with its length, in main road,	56 feet—89-1,000 of mile.
59. Maximum grade, with its length, in branch roads,	–
60. Total rise and fall in main road,	211 2-10 feet rise, 7 13-1,000 feet in fall.
61. Total rise and fall in branch roads,	–
62. Shortest radius of curvature, with length of curve, in main road,	1,000 feet, 980 feet long.
63. Shortest radius of curvature, with length of curve, in branch roads,	–
64. Total degrees of curvature, in main road,	405°
65. Total degrees of curvature, in branch roads,	–
66. Total length of straight line, in main road,	4 232-1,000 miles.
67. Total length of straight line, in branches,	–
68. Aggregate length of wooden truss bridges,	80 feet.
69. Aggregate length of all other wooden bridges,	–
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	300 rods.
72. Number of public ways crossed at grade,	7
73. Number of railroads crossed at grade,	None.
74. Remarks,	–
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	7
77. Flag stations,	4
78. Whole number of way stations,	7
79. Whole number of flag stations,	4

	DOINGS DURING THE YEAR.		
80.	Miles run by passenger trains,	19,600	
81.	Miles run by freight trains,	350	
82.	Miles run by other trains,	–	–
83.	Total miles run,		19,950
84.	Number of passengers carried in the cars,	184,420	
85.	Number of passengers carried one mile,	700,644	
86.	Number of tons of merchandise carried in the cars,	5,497	
87.	Number of tons of merchandise carried one mile,	25,009	
88.	Number of passengers carried one mile, to and from other roads,	666,716	
89.	Number of tons carried one mile, to and from other roads,	12,414	
90.	Rate of speed adopted for express passenger trains, including stops,	–	–
91.	Average rate of speed actually attained by express passenger trains, including stops and detentions,	20 miles per hour.	
92.	Rate of speed adopted for accommodation trains,	16 miles per hour.	
93.	Rate of speed actually attained by accommodation trains, including stops and detentions,	–	–
94.	Average rate of speed actually attained by special trains, including stops and detentions,	–	–
95.	Average rate of speed adopted for freight trains, including stops,	14 miles per hour.	
96.	Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	–	–
97.	Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	No means of ascertaining.	
	EXPENDITURES FOR WORKING THE ROAD.		
98.	For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	$4,924 05	
99.	For repairs of wooden bridges,	–	–
100.	For wages of switchmen, average per month, $40 00	Total, 960 00	
101.	For wages of gate-keepers, average per month,		
102.	For wages of signal-men, average per month,		
103.	For wages of watchmen, average per month,		
104.	Number of men employed, exclusive of those engaged in construction,	16	
105.	For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)	–	–
106.	For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	–	–
107.	Total for maintenance of way,		$5,884 05
	MOTIVE POWER AND CARS.		
108.	For repairs of locomotives,	$5,602 17	
109.	For new locomotives, to cover depreciation,	–	–
110.	For repairs of passenger cars,	1,193 66	
111.	For new passenger cars, to cover depreciation,	–	–
112.	For repairs of merchandise cars,	224 83	
113.	For new merchandise cars, to cover depreciation,	–	–
114.	For repairs of gravel and other cars,	–	–
115.	Total for maintenance of motive power and cars,		$7,020 66
116.	Number of engines,	2	
117.	Number of passenger cars,	6	

118. Number of baggage cars,	2	
119. Number of merchandise cars,	8	
120. Number of gravel cars,	None.	
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz.:—		
1. Wood, No. of cords, 591. Cost of the same,	$3,766 95	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . Cost of same,	–	–
122. For oil used by cars and engines,	642 10	
123. For waste and other material for cleaning,	197 14	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	5,801 65	
125. For salaries, wages and incidental expenses, chargeable to freight department,	2,013 76	
126. For gratuities and damages,	100 00	
127. For taxes and insurance,	2,494 71	
128. For ferries,	–	–
129. For repairs of station buildings, aqueducts, fixtures, furniture,	495 95	
130. For renewals of iron, ir cluding laying down,	3,506 41	
131. For new iron laid down, deducting the value of old iron taken up,	800 00	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	None.	
133. For amount paid other companies, as rent for use of their roads, specifying each company,		
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	941 62	
135. Total miscellaneous,		$20,760 29
136. Total expenditures for working the road,		$33,665 00
137. Total amount of interest paid during the year,	–	–
INCOME DURING THE YEAR.		
138. *For Passengers* :—		
1. On main road, including branches owned by company,	$25,907 53	
2. To and from other roads, specifying what,	–	–
139. *For Freight* :—		
1. On main road and branches owned by company,	5,399 45	
2. To and from other connecting roads,	–	–
140. U. S. mails,	693 34	
141. Rents,	265 00	
142. Total income,		$32,265 32
143. Net earnings, after deducting expenses,	Nothing.	
DIVIDENDS.		
144. per cent. Total,	–	–
145. Surplus not divided,	–	–
146. Surplus last year,	–	–
147. Total surplus,	–	–
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—		
148. Of roads and bridges,	Nothing.	
149. Buildings,		
150. Engines and cars,		

MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, ...	Nothing.
152. Mortgage debt paid since last report, . . .	
153. Increase of mortgage debt since last report, .	
154. Present amount of mortgage debts, ...	
155. Number of mortgages on road and franchise, or any property of the Corporation, ...	

R. D. BLINN,
SAMUEL BUTTERFIELD,
DAVID W. MUZZEY,
WM. E. PARMENTER,
WM. A. TOWER,
Directors of the Lexington and West Cambridge Railroad Corporation.

SUFFOLK, ss. January 4, 1866. Then personally appeared R. D. Blinn, Samuel Butterfield, David W. Muzzey and William A. Tower, a majority of the Directors, and severally made oath to the truth of the foregoing statement by them subscribed.

Before WM. E. PARMENTER, *Justice of the Peace.*

REPORT

OF THE

LOWELL AND LAWRENCE RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$300,000 00
2. Number of shares of capital stock issued,	2,000	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	$200,000 00	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		200,000 00
7. Funded debt, per last report,	75,000 00	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of since last report,	None.	
10. Total present amount of funded debt,		75,000 00
11. Floating debt, per last report,	3,373 69	
12. Floating debt paid since last report,	619 64	
13. Floating debt, increase of since last report,	None.	
14. Total present amount of floating debt,		2,754 05
15. Total present amount of funded and floating debt,		77,754 05
16. Average rate of interest per annum, paid during the year,	6 per cent. on bonds.	
17. Maximum amount of debts during the year, [Surplus—contra, $26,459.54; paid from earnings—contra, $63,158.12,]	78,373 69	89,617 66
		$367,371 71

COST OF ROAD AND EQUIPMENT.

18. For graduation and masonry, per last report,	$77,516 32	
19. For graduation and masonry paid during the past year,	Nothing.	
20. Total am't expended for graduation and masonry,		$77,516 32
21. For wooden bridges, per last report,	5,304 61	
22. For wooden bridges paid during the past year,	Nothing.	
23. Total amount expended for wooden bridges,		5,304 61
24. Total amount expended for iron bridges, (if any,)	Nothing.	
25. For superstructure, including iron, per last report,	161,416 37	
26. For superstructure, including iron, paid during the past year,	Nothing.	
27. Total amount expended for superstructure, including iron,		161,416 37
28. For stations, buildings and fixtures, per last report,	15,108 19	
29. For stations, buildings and fixtures paid during the past year,	Nothing.	
30. Total amount expended for stations, buildings and fixtures,		15,108 19
31. For land, land-damages and fences, per last report,	45,378 81	
32. For land, land-damages and fences paid during the past year,	Nothing.	

33. Total amount expended for land, land-damages and fences,		$45,378 81
34. For locomotives, per last report,	$15,153 25	
35. For locomotives paid during the past year,	Nothing.	
36. Total amount expended for locomotives,		15,153 25
37. For passenger and baggage cars, per last report,	7,000 60	
38. For passenger and baggage cars paid during the past year,	Nothing.	
39. Total amount expended for passenger and baggage cars,		7,000 60
40. For merchandise cars, per last report,	8,121 43	
41. For merchandise cars paid during the past year,	Nothing.	
42. Total amount expended for merchandise cars,		8,121 43
43. For engineering, per last report,	8,197 85	
44. For engineering paid during the past year,	Nothing.	
45. Total amount expended for engineering,		8,197 85
46. For agencies and other expenses, per last report,	212 64	
47. For agencies and other expenses, paid during the past year,	Nothing.	
48. Total amount expended for agencies and other expenses,		212 64
[Balance of interest on loan during construction, and paid stockholders, $9,748.05; discount on bonds, $10,000.00,]		19,748 05
49. Total cost of road and equipment,		$363,158 12
50. Amount of assets or property held by the corporation, in addition to the cost of the road,		4,213 59
		$367,371 71
CHARACTERISTICS OF ROAD.		
51. Length of road,	12.35 miles.	
52. Length of single main track,	12.35 miles.	
53. Length of double main track,	None.	
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.	
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	2 miles 1,500 feet.	
56. Weight of rail, per yard, in main road,	58 lbs.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.	
58. Maximum grade, with its length, in main road,	45.40 feet, 2.32 miles.	
59. Maximum grade, with its length, in branch roads,	None.	
60. Total rise and fall in main road,	Rise, 115.77; fall, 162.70 ft.	
61. Total rise and fall in branch roads,	None.	
62. Shortest radius of curvature, with length of curve, in main road,	1,146 feet; length, 1,100 ft.	
63. Shortest radius of curvature, with length of curve, in branch roads,	None.	
64. Total degree of curvature in main road,	420°	
65. Total degree of curvature in branch roads,	None.	
66. Total length of straight line in main road,	8.86 miles.	
67. Total length of straight line in branches,	None.	
68. Aggregate length of wooden truss bridges,	None.	
69. Aggregate length of all other wooden bridges,	400 feet.	
70. Aggregate length of iron bridges,	None.	
71. Whole length of road unfenced on both sides,	All fenced or otherwise protected.	
72. Number of public ways crossed at grade,	12	
73. Number of railroads crossed at grade,	2	
74. Remarks,	—	—
75. Way stations for express trains,	None.	

76. Way stations for accommodation trains, . .	None.
77. Flag stations, ...	5
78. Whole number of way stations, ...	None.
79. Whole number of flag stations, ...	5
DOINGS DURING THE YEAR.	
80. Miles run by passenger trains, ...	Operated by the Boston and Lowell Railroad Corporation, under contract. A copy is annexed to the report of 1858.
81. Miles run by freight trains, ...	
82. Miles run by other trains, ...	
83. Total miles run, ...	
84. Number of passenger carried in the cars, . .	
85. Number of passengers carried one mile, . .	
86. Number of tons of merchandise carried in the cars,	
87. Number of tons of merchandise carried one mile,	
88. Number of passengers carried one mile, to and from other roads, ...	
89. Number of tons carried one mile, to and from other roads, ...	
90. Rate of speed adopted for express passenger trains, including stops, ...	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	
92. Rate of speed adopted for accommodation trains, .	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . .	
94. Average rate of speed actually attained by special trains, including stops and detentions, . .	
95. Average rate of speed adopted for freight trains, including stops, ...	
96. Estimated weight, in tons, of passenger cars, (not including passengers,) hauled one mile, . .	
97. Estimated weight, in tons, of merchandise cars, (not including freight,) hauled one mile, .	
EXPENDITURES FOR WORKING THE ROAD.	
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, .	Paid by the Boston and Lowell Railroad Corporation.
99. For repairs of wooden bridges, ...	
100. For wages of switchmen, average per month, ... $	
101. For wages of gate-keepers, average per month, ...	
102. For wages of signal-men, average per month, ...	
103. For wages of watchmen, average per month, ...	
104. Number of men employed, exclusive of those engaged in construction, ...	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, .	
107. Total for maintenance of way, ...	
MOTIVE POWER AND CARS.	
108. For repairs of locomotives, ...	Run by the Boston and Lowell Railroad Corporation.
109. For new locomotives, to cover depreciation, .	
110. For repairs of passenger cars, ...	
111. For new passenger cars, to cover depreciation,	
112. For repairs of merchandise cars, . . .	

113. For new merchandise cars, to cover depreciation,	Run by the Boston and Lowell Railroad Corporation.	
114. For repairs of gravel and other cars,		
115. Total for maintenance of motive power and cars,		
116. Number of engines,	2	
117. Number of passenger cars,	3	
118. Number of baggage cars,	1	
119. Number of merchandise cars,	20	
120. Number of gravel cars,	6	
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz.:—		
1. Wood, number of cords, Cost of the same,		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of same,		
122. For oil used by cars and engines,	Operated by the Boston and Lowell Railroad Corporation.	
123. For waste and other material for cleaning,		
124. For salaries, wages and incidental expenses, chargeable to passenger department,		
125. For salaries, wages and incidental expenses, chargeable to freight department,		
126. For gratuities and damages,		
127. For taxes and insurance,	$4,039 42	
128. For ferries,		
129. For repairs of station buildings, aqueducts, fixtures, furniture,		
130. For renewals of iron, including laying down,		
131. For new iron laid down, deducting the value of old iron taken up,	Operated by the Boston and Lowell Railroad Corporation.	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,		
133. For amount paid other companies, as rent for use of their roads, specifying each company,		
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	125 80	
135. Total miscellaneous,		$4,165 22
136. Total expenditures for working the road,		$4,165 22
137. Total amount of interest paid during the year,		4,536 25
[Total expense and interest,]		$8,701 47
INCOME DURING THE YEAR.		
138. *For Passengers:*—		
1. On main road, including branches owned by company,	Operated by Boston and Lowell Railroad Corporation, under a contract, which pays 6 per cent. on $363,000.00.	
2. To and from other roads, specifying what,		
139. *For Freight:*—		
1. On main road and branches owned by Co.,		
2. To and from other connecting roads,		
140. U. S. mails,		
141. Rents,		
142. Total income,		$21,780 00
143. Net earnings, after deducting expenses,		$13,078 53
DIVIDENDS.		
144. 6 per cent. Total,		$12,000 00
145. Surplus not divided,	$1,078 53	

146.	Surplus last year,	$25,381 01
147.	Total surplus,	$26,459 54
	Estimated Depreciation beyond the Renewals, Viz.:—	
148.	Of roads and bridges,	Road run and kept in repair by the Boston and Lowell Railroad Corporation.
149.	Buildings,	
150.	Engines and cars,	
	Mortgage Debts.	
151.	Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	$75,000 00
152.	Mortgage debt paid since last report,	None.
153.	Increase of mortgage debt since last report,	None.
154.	Present amount of mortgage debts,	75,000 00
155.	Number of mortgages on road and franchise, or any property of the Corporation,	1

Accident.

June 17, 1865.—Dennis McCam, while lying beside the track at Beard's Bridge, in Tewksbury, was struck by a passing train, and fatally injured.

F. B. CROWNINSHIELD,
W. MINOT, Jr.,
J. G. ABBOT,
GEO. W. LYMAN,
Directors of the Boston and Lowell Railroad Corporation.

Suffolk, ss. January 3, 1866. Then personally appeared F. B. Crowinshield, Wm. Minot, Jr., J. G. Abbot, and Geo. W. Lyman, the aforesaid directors, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me, JABEZ A. SAWYER, *Justice of the Peace.*

REPORT

OF THE

MEDWAY BRANCH RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30. 1865.

The Directors of the Medway Branch Railroad Company respectfully report that the road has not been run during the past year, and that the stock, debt, cost of road and characteristics of road are as stated in last report.

JOSEPH W. CLARK,
HENRY SAYLES,
S. A. DIX,

SUFFOLK, ss. January 13, 1866. Then personally appeared the parties whose names are subscribed to this report, and made oath that same is true to the best of their knowledge and belief.

Before me, RANDOLPH W. CLARKE, *Justice of the Peace.*

REPORT

OF THE

MIDDLEBOROUGH AND TAUNTON R. R. CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$150,000 00
2. Number of shares of capital stock issued,	1,490	
3. Increase of capital since last report,	–	–
4. Capital paid in, per last report,	$149,092 40	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		149,092 40
7. Funded debt, per last report,	None.	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,	None.	
11. Floating debt, per last report,	6,000 00	
12. Floating debt paid since last report,	2,000 00	
13. Floating debt, increase of, since last report,	None.	
14. Total present amount of floating debt,		4,000 00
15. Total present amount of funded and floating debt,		4,000 00
16. Average rate of interest per annum paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	4,200 00	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	$45,899 14	
19. For graduation and masonry paid during the past year,	None.	
20. Total amount expended for graduation and masonry,		$45,899 14
21. For wooden bridges, per last report,	384 15	
22. For wooden bridges paid during the past year,	None.	
23. Total amount expended for wooden bridges,		384 15
24. Total amount expended for iron bridges, (if any,)	None.	
25. For superstructure, including iron, per last report,	56,283 85	
26. For superstructure, including iron, paid during the past year,	–	–
27. Total amount expended for superstructure, including iron,	–	–
28. For stations, buildings and fixtures, per last report,	3,991 29	
29. For stations, buildings and fixtures paid during the past year,	–	–
30. Total amount expended for stations, buildings and fixtures,	–	–
31. For land, land-damages and fences, per last report,	18,004 57	
32. For land, land-damages and fences paid during the past year,	None.	

33. Total amount expended for land, land-damages and fences,		$18,004 57
34. For locomotives, per last report,	$7,656 29	
35. For locomotives paid during the past year,	None.	
36. Total amount expended for locomotives,		7,656 29
37. For passenger and baggage cars, per last report,	2,577 43	
38. For passenger and baggage cars paid during the past year,	None.	
39. Total amount expended for passenger and baggage cars,		2,577 43
40. For merchandise cars, per last report,	9,134 69	
41. For merchandise cars paid during the past year,	None.	
42. Total amount expended for merchandise cars,		9,134 69
43. For engineering, per last report,	4,147 29	
44. For engineering paid during the past year,	None.	
45. Total amount expended for engineering,		4,147 29
46. For agencies and other expenses, per last report,	4,699 14	
47. For agencies and other expenses paid during the past year,	None.	
48. Total amount expended for agencies and other expenses,		4,699 14
49. Total cost of road and equipment,		$152,777 84
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	9,131 60	

CHARACTERISTICS OF ROAD.

51. Length of road,	8 536-1,000 miles.
52. Length of single main track,	8 536-1,000 miles.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	No branches.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	2,955
56. Weight of rail, per yard, in main road,	49 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	42 feet—4,280 feet.
59. Maximum grade, with its length, in branch roads,	None.
60. Total rise and fall in main road,	184 feet.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature, with length of curve, in main road,	860 feet—1,174 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	— —
64. Total degrees of curvature in main road,	50°
65. Total degrees of curvature in branch roads,	— —
66. Total length of straight line in main road,	37,310 feet.
67. Total length of straight line in branches,	— —
68. Aggregate length of wooden truss bridges,	No bridges.
69. Aggregate length of all other wooden bridges,	
70. Aggregate length of iron bridges,	
71. Whole length of road unfenced on both sides,	900 feet.
72. Number of public ways crossed at grade,	11
73. Number of railroads crossed at grade,	None.
74. Remarks,	None.
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	1
77. Flag stations,	3
78. Whole number of way stations,	1
79. Whole number of flag stations,	3

Doings during the Year.			
80. Miles run by passenger trains,		17,270	
81. Miles run by freight trains,		6,864	
82. Miles run by other trains,		968	
83. Total miles run,			25,102
84. Number of passengers carried in the cars,		32,623	
85. Number of passengers carried one mile,		273,175	
86. Number of tons of merchandise carried in the cars,		13,058 1,780-2,000	
87. Number of tons of merchandise carried one mile,		100,077 771-2,000	
88. Number of passengers carried one mile, to and from other roads,		112,561	
89. Number of tons carried one mile, to and from other roads,		42,337 947-2,000	
90. Rate of speed adopted for express passenger trains, including stops,		No express trains.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,			
92. Rate of speed adopted for accommodation trains,		25 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,		25 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,		–	–
95. Average rate of speed adopted for freight trains, including stops,		14 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,		325,000 tons.	
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,		148,732 tons.	
Expenditures for Working the Road.			
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,		$3,156 48	
99. For repairs of wooden bridges,		–	–
100. For wages of switchmen, average per month,	$25 00	Total, 300 00	
101. For wages of gate-keepers, average per month,			
102. For wages of signal-men, average per month,			
103. For wages of watchmen, average per month,			
104. Number of men employed, exclusive of those engaged in construction,		13	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)		None.	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,		None.	
107. Total for maintenance of way,			$3,456 48
Motive Power and Cars.			
108. For repairs of locomotives,		$1,726 84	
109. For new locomotives, to cover depreciation,		None.	
110. For repairs of passenger cars,		272 27	
111. For new passenger cars, to cover depreciation,		None.	
112. For repairs of merchandise cars,		396 67	
113. For new merchandise cars, to cover depreciation,		None.	
114. For repairs of gravel and other cars,		None.	
115. Total for maintenance of motive power and cars,			$2,395 78
116. Number of engines,		1	

117.	Number of passenger cars,	1	
118.	Number of baggage cars,	1	
119.	Number of merchandise cars,	20	
120.	Number of gravel cars,	None.	
	MISCELLANEOUS.		
121.	For fuel used by engines during the year, viz.:—		
	1. Wood, No. of cords, 105. Cost of the same,	$4,814 66	
	2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 352. Cost of the same,		
122.	For oil used by cars and engines,	642 59	
123.	For waste and other material for cleaning,		
124.	For salaries, wages and incidental expenses, chargeable to passenger department,	2,870 77	
125.	For salaries, wages and incidental expenses, chargeable to freight department,	2,725 33	
126.	For gratuities and damages,	951 50	
127.	For taxes and insurance,	1,202 77	
128.	For ferries,	None.	
129.	For repairs of station buildings, aqueducts, fixtures, furniture,	484 67	
130.	For renewals of iron, including laying down,	None.	
131.	For new iron laid down, deducting the value of old iron taken up,	None.	
132.	For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, [Taunton Branch, N. Bedford and Taunton, Old Colony and Newport, Cape Cod,]	12,235 71	
133.	For amount paid other companies, as rent for use of their roads, specifying each company,	None.	
134.	For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	1,671 46	
135.	Total miscellaneous,		$27,599 46
136.	Total expenditures for working the road,		$33,451 72
137.	Total amount of interest paid during the year,	237 40	
	INCOME DURING THE YEAR.		
138.	*For Passengers:*—		
	1. On main road, including branches owned by company,	$766 44	
	2. To and from other roads, specifying what,	17,960 87	
139.	*For Freight:*—		
	1. On main road and branches owned by Co.,	415 79	
	2. To and from other connecting roads,	13,997 41	
140.	U. S. mails,	600 00	
141.	Rents,	None.	
142.	Total income,		$33,740 51
143.	Net earnings, after deducting expenses,		$51 39
	DIVIDENDS.		
144.	per cent. Total,	–	–
145.	Surplus not divided,	$51 39	
146.	Surplus last year,	8,491 05	
147.	Total surplus,		$8,542 44

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—	
148. Of roads and bridges, ...	None.
149. Buildings, ...	
150. Engines and cars, ...	
MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, ...	Nothing.
152. Mortgage debt paid since last report, . . .	
153. Increase of mortgage debt since last report, .	
154. Present amount of mortgage debts, . . .	
155. Number of mortgages on road and franchise, or any property of the Corporation, . . .	

J. B. TOBEY,
ELISHA TUCKER,
CHAS. ROBINSON,
JOSEPH S. TILLINGHAST,
Directors of the Middleborough and Taunton Railroad Corporation.

SUFFOLK, ss. December 26, 1865. Then personally appeared J. S. Tillinghast, who affirmed, and J. B. Tobey, Elisha Tucker and Charles Robinson, who severally made oath to the truth of the foregoing statement by them subscribed.

Before E. PICKERING, *Justice of the Peace.*

REPORT

OF THE

MILFORD AND WOONSOCKET RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

Nothing has been done by this Corporation since the last annual return.

GEORGE DRAPER,
AARON CLAFLIN,
ELBRIDGE MANN,
A. C. MAYHEW,
SAM'L WALKER,
Directors of the Milford and Woonsocket Railroad Corporation.

WORCESTER, ss. November 20, 1865. Then personally appeared George Draper, Aaron Claflin, Elbridge Mann, A. C. Mayhew and Samuel Walker, and severally made oath to the truth of the foregoing statement by them subscribed.

Before A. G. UNDERWOOD, *Justice of the Peace.*

REPORT

OF THE

NASHUA AND LOWELL RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$600,000 00
2. Number of shares of capital stock issued,	6,000	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	$600,000 00	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		600,000 00
7. Funded debt, per last report,	None.	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,	None.	
11. Floating debt, per last report,	50,465 00	
12. Floating debt paid since last report,	6,674 72	
13. Floating debt, increase of, since last report,	No increase.	
14. Total present amount of floating debt,		43,790 28
15. Total present amount of funded and floating debt,	Stated in the above.	
16. Average rate of interest per annum, paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	50,465 00	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry per last report,	$116,827 63	
19. For graduation and masonry paid during the past year,	None.	
20. Total amount expended for graduation and masonry,		$116,827 63
21. For wooden bridges, per last report,	2,530 35	
22. For wooden bridges paid during the past year,	None.	
23. Total amount expended for wooden bridges,		2,530 35
24. Total amount expended for iron bridges, (if any,)		1,875 00
25. For superstructure, including iron, per last report,	233,988 35	
26. For superstructure, including iron, paid during the past year,	None.	
27. Total amount expended for superstructure, including iron,		233,998 35
28. For stations, buildings and fixtures, per last report,	93,196 95	
29. For stations, buildings and fixtures, paid during the past year,	None.	
30. Total amount expended for stations, buildings and fixtures,		93,196 95
31. For land, land-damages and fences, per last report,	88,980 06	
32. For land, land-damages and fences, paid during the past year,	None.	

33.	Total amount expended for land, land-damages and fences,		$88,980 06
34.	For locomotives, per last report,	$46,240 48	
35.	For locomotives paid during the past year,	None.	
36.	Total amount expended for locomotives,		46,240 48
37.	For passenger and baggage cars, per last report,	13,792 71	
38.	For passenger and baggage cars paid during the past year,	None.	
39.	Total amount expended for passenger and baggage cars,		13,792 71
40.	For merchandise cars, per last report,	35,651 09	
41.	For merchandise cars paid during the year,	None.	
42.	Total amount expended for merchandise cars,		35,651 09
43.	For engineering, per last report,	21,510 61	
44.	For engineering paid during the past year,	None.	
45.	Total amount expended for engineering,		21,510 61
46.	For agencies and other expenses, per last report,	None.	
47.	For agencies and other expenses paid during the past year,	None.	
48.	Total amount expended for agencies and other expenses,	None.	
49.	Total cost of road and equipment,		654,603 23
50.	Amount of assets or property held by the corporation in addition to the cost of the road, [Real estate in Boston, Lowell, Chelmsford and Nashua, $113,023.54, and balance of surplus in working materials and cash.]		

CHARACTERISTICS OF ROAD.

51.	Length of road,	77,000 2-10 feet.
52.	Length of single main track,	2,011 feet.
53.	Length of double main track,	74,989 2-10 feet.
54.	Length of branches owned by the company, stating whether they have a single or double track,	None.
55.	Aggregate length of sidings, and other tracks, excepting main track and branches,	3 miles.
56.	Weight of rail, per yard, in main road,	56 lbs.
57.	Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58.	Maximum grade, with its length, in main road,	12 7-10 ft. per mile, 4,133 ft.
59.	Maximum grade, with its length, in branch roads,	None.
60.	Total rise and fall in main road,	73 5-10 feet.
61.	Total rise and fall in branch roads,	None.
62.	Shortest radius of curvature, with length of curve, in main road,	636 feet; 100 feet long.
63.	Shortest radius of curvature, with length of curve, in branch roads,	None.
64.	Total degrees of curvature, in main road,	770
65.	Total degrees of curvature, in branch roads,	None.
66.	Total length of straight line, in main road,	7 22-100 miles.
67.	Total length of straight line, in branches,	None.
68.	Aggregate length of wooden truss bridges,	530 feet.
69.	Aggregate length of all other wooden bridges,	664 feet.
70.	Aggregate length of iron bridges,	160 feet.
71.	Whole length of road unfenced on both sides,	None.
72.	Number of public ways crossed at grade,	10
73.	Number of railroads crossed at grade,	1
74.	Remarks,	– –
75.	Way stations for express trains,	None.
76.	Way stations for accommodation trains,	2

77. Flag stations,		3	
78. Whole number of way stations,		2	
79. Whole number of flag stations,		3	
DOINGS DURING THE YEAR.			
[Including our proportion on Wilton, Stony Brook, Salem & Lowell, Lowell & Lawrence, and Stoneham Branch Railroads.]			
80. Miles run by passenger trains,		114,921	
81. Miles run by freight trains,		83,894	
82. Miles run by other trains,		None.	
83. Total miles run,		198,815	
84. Number of passengers carried in the cars,		462,225	
85. Number of passengers carried one mile,		5,757,024	
86. Number of tons of merchandise carried in the cars,		243,294	
87. Number of tons of merchandise carried one mile,		4,400,612	
88. Number of passengers carried one mile, to and from other roads,		2,237,134	
89. Number of tons carried one mile, to and from other roads,		3,341,742	
90. Rate of speed adopted for express passenger trains, including stops,		30 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,		30 miles per hour.	
92. Rate of speed adopted for accommodation trains,		25 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,		25 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,		25 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops,		10 miles per hour.	
96. Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile,		2,878,512	
97. Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile,		6,600,918	
EXPENDITURES FOR WORKING THE ROAD.			
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,		$39,594 81	
99. For repairs of wooden bridges,		2,570 59	
100. For wages of switchmen, average per month,	$45 00	Total, 8,152 12	
101. For wages of gate-keepers, average per month,	35 00		
102. For wages of signal-men, average per month,	35 00		
103. For wages of watchmen, average per month,	45 00		
104. Number of men employed, exclusive of those engaged in construction,		210	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)		359 15	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,		6,746 92	
107. Total for maintenance of way,			$57,423 59
MOTIVE POWER AND CARS.			
108. For repairs of locomotives,		$12,940 14	
109. For new locomotives, to cover depreciation,		Nothing.	
110. For repairs of passenger cars,			6,993 06

111. For new passenger cars to cover depreciation, .	Nothing.	
112. For repairs of merchandise cars, . . .	$18,831 05	
113. For new merchandise cars to cover depreciation,	Nothing.	
114. For repairs of gravel and other cars, . . .	Included above.	
115. Total for maintenance of motive power and cars,		$38,764 25
116. Number of engines, ...	10	
117. Number of passenger cars, ...	11	
118. Number of baggage cars, ...	6	
119. Number of merchandise cars, ...	253	
120. Number of gravel cars, ...	75	
MISCELLANEOUS.		
[Fuel used for other purposes,] . . .	$5,383 46	
121. For fuel used by engines during the year, viz.:—		
1. Wood, number of cords, 3,108. Cost of the same, ...	15,146 60	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 1,523. Cost of same, . .	19,140 33	
122. For oil used by cars and engines, . . .	3,852 58	
123. For waste and other material for cleaning, . .	1,926 29	
124. For salaries, wages, and incidental expenses, chargeable to passenger department, . .	16,814 87	
125. For salaries, wages, and incidental expenses, chargeable to freight department, . . .	37,534 27	
126. For gratuities and damages, ...	5,720 53	
127. For taxes and insurance.	29,755 20	
128. For ferries, ...	Nothing.	
129. For repairs of station buildings, aqueducts, fixtures, furniture, ...	16,870 66	
130. For renewals of iron, including laying down, .	17,139 52	
131. For new iron laid down, deducting the value of old iron taken up, ...	Included above.	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, ...	None.	
133. For amount paid other companies as rent for use of their roads, specifying each company, . .		
[Stony Brook Railroad, $5,487.00; Lowell and Lawrence Railroad, $6,751.80; Salem and Lowell Railroad, $5,425.00; Wilton Railroad, $14,000.00; and Stoneham Branch Railroad, $279.00,]	31,942 80	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, ...	6,980 38	
135. Total miscellaneous, ...		$208,207 49
136. Total expenditures for working the road, . .		304,395 33
137. Total amount of interest paid during the year, .		970 76
INCOME DURING THE YEAR.		
138. *For Passengers:*—		
1. On main road, including branches owned by company, ...	$139,351 55	
2. To and from other roads, specifying what, .		
[Concord Railroad and Fitchburg Railroad, and their northern connections, Worcester and Nashua Railroad, and its western connections, Boston & Maine Railroad, and its eastern connections,]	24,955 34	

139. *For Freight:*		
1. On main road and branches owned by company,	$109,561 84	
2. To and from other connecting roads,	89,277 70	
140. United States mails,	2,667 52	
141. Rents,	4,198 88	
142. Total income,		$370,012 83
143. Net earnings, after deducting expenses,		64,646 74
DIVIDENDS.		
144. 8 per cent. Total,		$48,000 00
145. Surplus not divided,	$16,646 74	
146. Surplus last year,	128,621 56	
147. Total surplus,		145,268 30
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—		
148. Of roads and bridges,	Nothing.	
149. Buildings,	Nothing.	
150. Engines and cars,	Nothing.	
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	None.	
152. Mortgage debt paid since last report,	None.	
153. Increase of mortgage debt since last report,	None.	
154. Present amount of mortgage debts,	None.	
155. Number of mortgages on road and franchise, or any property of the corporation,	None.	

ACCIDENT.

April 1, 1865.—Charles McCarty, while attempting to get upon a passenger train in motion, at Lowell, fell under the wheels and was killed.

F. B. CROWNINSHIELD,
EDWARD SPALDING,
DANIEL S. RICHARDSON,
Directors of the Nashua and Lowell Railroad Corporation.

SUFFOLK, ss. January 3, 1866. Then personally appeared F. B. Crowninshield Edward Spalding and Daniel S. Richardson, and severally made oath to the truth of the foregoing statement by them subscribed.

Before WILLIAM A. RICHARDSON, *Justice of the Peace, throughout the Commonwealth.*

REPORT

OF THE

NEW BEDFORD AND TAUNTON RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1.	Capital stock,		$500,000 00
2.	Number of shares of capital stock issued,	5,000	
3.	Increase of capital since last report,	None.	
4.	Capital paid in, per last report,	$500,000 00	
5.	Capital paid in since last report,	None..	
6.	Total amount of capital stock paid in,		500,000 00
7.	Funded debt, per last report,	219,500 00	
8.	Funded debt paid since last report,	24,000 00	
9.	Funded debt, increase of, since last report,	None.	
10.	Total present amount of funded debt,		195,500 00
11.	Floating debt, per last report,	None.	
12.	Floating debt paid since last report,	None.	
13.	Floating debt, increase of, since last report,	None.	
14.	Total present amount of floating debt,	None.	
15.	Total present amount of funded and floating debt,		195,500 00
16.	Average rate of interest per annum, paid during the year,	6 per cent.	
17.	Maximum amount of debts during the year,	219,500 00	
	COST OF ROAD AND EQUIPMENT.		
18.	For graduation and masonry, per last report,	$158,108 01	
19.	For graduation and masonry paid during the past year,	None.	
20.	Total am'nt expended for graduation and masonry,		$158,108 01
21.	For wooden bridges, per last report,	4,013 85	
22.	For wooden bridges paid during the past year,	None.	
23.	Total amount expended for wooden bridges,		4,013 85
24.	Total amount expended for iron bridges, (if any,)	None.	
25.	For superstructure, including iron, per last report,	124,548 00	
26.	For superstructure, including iron, paid during the past year, [depreciation of,]	6,545 61	
27.	Total amount expended for superstructure, including iron,		118,002 39
28.	For stations, buildings and fixtures, per last report,	45,826 98	
29.	For stations, buildings and fixtures paid during the past year,	None.	
30.	Total amount expended for stations, buildings and fixtures,		45,826 98
31.	For land, land-damages and fences, per last report,	92,391 52	
32.	For land, land-damages and fences paid during the past year,	None..	

33.	Total amount expended for land, land-damages, and fences,		$92,391 52
34.	For locomotives, per last report,	$13,193 55	
35.	For locomotives paid during the past year,	None.	
36.	Total amount expended for locomotives,		13,193 55
37.	For passenger and baggage cars, per last report,	15,250 00	
38.	For passenger and baggage cars paid during the past year,	None.	
39.	Total amount expended for passenger and baggage cars,		15,250 00
40.	For merchandise cars, per last report,	17,575 00	
41.	For merchandise cars paid during the past year,	None.	
42.	Total amount expended for merchandise cars,		17,575 00
43.	For engineering, per last report,	15,693 97	
44.	For engineering paid during the past year,	None.	
45.	Total amount expended for engineering,		15,693 97
46.	For agencies and other expenses, per last report,	19,944 73	
47.	For agencies and other expenses, paid during the past year,	None.	
48.	Total amount expended for agencies and other expenses,		19,944 73
49.	Total cost of road and equipment,		$500,000 00
50.	Amount of assets or property held by the corporation in addition to the cost of the road,	–	–

Characteristics of Road.

51.	Length of road,	20 13-100 miles.
52.	Length of single main track,	20 13-100 miles.
53.	Length of double main track,	None.
54.	Length of branches owned by the Company, stating whether they have a single or double track,	7,731 feet, single track.
55.	Aggregate length of sidings, and other tracks, excepting main track and branches,	7,147 feet.
56.	Weight of rail, per yard, in main road,	50 lbs.
57.	Weight of rail, per yard, in branch roads (specify the different weights per yard,)	56 lbs.
58.	Maximum grade, with its length, in main road,	40 ft. per mile for 1½ miles.
59.	Maximum grade, with its length, in branch roads,	65 feet per mile for 600 feet.
60.	Total rise and fall in main road,	361 feet.
61.	Total rise and fall in branch roads,	20 feet.
62.	Shortest radius of curvature, with length of curve, in main road,	1,906 feet in 1,100 feet.
63.	Shortest radius of curvature, with length of curve, in branch roads,	259 feet in 300 feet.
64.	Total degrees of curvature in main road,	160°
65.	Total degrees of curvature in branch roads,	87° 45′
66.	Total length of straight line in main road,	17¾ miles.
67.	Total length of straight line in branches,	3,333 feet.
68.	Aggregate length of wooden truss bridges,	None.
69.	Aggregate length of all other wooden bridges,	281 feet.
70.	Aggregate length of iron bridges,	None.
71.	Whole length of road unfenced on both sides,	13,955 feet.
72.	Number of public ways crossed at grade,	19
73.	Number of railroads crossed at grade,	1
74.	Remarks,	None.
75.	Way stations for express trains,	None.
76.	Way stations for accommodation trains,	1
77.	Flag stations,	0
78.	Whole number of way stations,	1
79.	Whole number of flag stations,	6

	DOINGS DURING THE YEAR.		
80.	Miles run by passenger trains,	55,568	
81.	Miles run by freight trains,	14,540	
82.	Miles run by other trains,	None.	
83.	Total miles run,		70,108
84.	Number of passengers carried in the cars,	176,807	
85.	Number of passenger carried one mile,	2,456,804	
86.	Number of tons of merchandise carried in the cars,	58,687 tons, 492 lbs.	
87.	Number of tons of merchandise carried one mile,	617,178 tons, 347 lbs.	
88.	Number of passengers carried one mile, to and from other roads,	1,950,826	
89.	Number of tons carried one mile, to and from other roads,	508,454 tons, 1,630 lbs.	
90.	Rate of speed adopted for express passenger trains, including stops,	None.	
91.	Average rate of speed actually attained by express passenger trains, including stops and detentions,	None.	
92.	Rate of speed adopted for accommodation trains,	24 miles per hour.	
93.	Rate of speed actually attained by accommodation trains, including stops and detentions,	24 miles per hour.	
94.	Average rate of speed actually attained by special trains, including stops and detentions,	None.	
95.	Average rate of speed adopted for freight trains, including stops,	15 miles per hour.	
96.	Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	2,240,000	
97.	Estimated weight in tons of merchandise cars (not including freight,) hauled one mile,	1,000,000	
	EXPENDITURES FOR WORKING THE ROAD.		
98.	For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	$21,800 71	
99.	For repairs of wooden bridges,	None.	
100.	For wages of switchmen, average per month, $40 00	Total, 2,512 09	
101.	For wages of gate-keepers, average per month, 10 00		
102.	For wages of signal-men, average per month, 10 00		
103.	For wages of watchmen, average per month, 40 00		
104.	Number of men employed, exclusive of those engaged in construction,	55	
105.	For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	None.	
106.	For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	None.	
107.	Total for maintenance of way,		$24,312 80
	MOTIVE POWER AND CARS.		
108.	For repairs of locomotives,	$7,824 98	
109.	For new locomotives, to cover depreciation,	None.	
110.	For repairs of passenger cars,	5,392 62	
111.	For new passenger cars, to cover depreciation,	4,500 00	
112.	For repairs of merchandise cars,	3,446 02	
113.	For new merchandise cars, to cover depreciation,	5,100 00	
114.	For repairs of gravel and other cars,	None.	
115.	Total for maintenance of motive power and cars,		$26,263 62
116.	Number of engines,	4	
117.	Number of passenger cars,	12	
118.	Number of baggage cars,	6	

119. Number of merchandise cars,	67		
120. Number of gravel cars,	4		
MISCELLANEOUS.			
121. For fuel used by engines during the year, viz.:—			
1. Wood, number of cords, 770. Cost of the same,	$3,850 00		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 521. Cost of same,	7,050 94		
122. For oil used by cars and engines,	2,192 94		
123. For waste and other material for cleaning,			
124. For salaries, wages and incidental expenses, chargeable to passenger department,	12,508 54		
125. For salaries, wages and incidental expenses, chargeable to freight department,	12,013 22		
126. For gratuities and damages,	2,197 83		
127. For taxes and insurance, [$9,506.31; U. S. revenue tax, $7,103.94,]	16,610 25		
128. For ferries,	None.		
129. For repairs of station buildings, aqueducts, fixtures, furniture,	1,668 98		
130. For renewals of iron, including laying down,	Included in repairs of road, see 98.		
131. For new iron laid down, deducting the value of old iron taken up,			
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, [Taunton Branch Railroad, and Old Colony and Newport Railway Co.,]	77,008 35		
133. For amount paid other companies, as rent for use of their roads, specifying each company,	None.		
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	13,099 50		
135. Total miscellaneous,		$148,200 55	
136. Total expenditures for working the road,		$198,776 97	
137. Total amount of interest paid during the year, [on bonds,]		11,850 00	
		$210,626 97	
INCOME DURING THE YEAR.			
138. *For Passengers* :—			
1. On main road, including branches owned by company,	$19,997 07		
2. To and from other roads, specifying what, [Taunton Branch Railroad, and Old Colony and Newport Railway Co.,]	137,109 42		
139. *For Freight* :—			
1. On main road and branches owned by company,	8,774 65		
2. To and from other connecting roads,	5,647 53		
140. U. S. mails,	2,625 00		
141. Rents, [$159.00; interest, $527.55; earnings, Fairhaven Branch, $6,904.77,]	7,591 32		
142. Total income,		$261,744 99	
143. Net earnings, after deducting expenses,		$51,11 802	
DIVIDENDS.			
144. 8 per cent. Total,		$40,000 00	
145. Surplus not divided,	$11,118 02		
146. Surplus last year,	73,319 67		
147. Total surplus,		$84,437 69	

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—		
148. Of roads and bridges,	$6,545 61	
149. Buildings,	None.	
150. Engines and cars,	None.	
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	None.	
152. Mortgage debt paid since last report,	None.	
153. Increase of mortgage debt since last report,	None.	
154. Present amount of mortgage debts,	None.	
155. Number of mortgages on road and franchise, or any property of the corporation,	None.	

FAIRHAVEN BRANCH RAILROAD.

COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	$71,710 09	
19. For graduation and masonry paid during the past year,	None.	
20. Total am't expended for graduation and masonry,		$71,710 09
21. For wooden bridges, per last report,	1,073 80	
22. For wooden bridges paid during the past year,	None.	
23. Total amount expended for wooden bridges,		1,073 80
24. Total amount expended for iron bridges (if any,)	None.	
25. For superstructure, including iron, per last report,	87,294 12	
26. For superstructure, including iron, paid during the past year,	None.	
27. Total amount expended for superstructure, including iron,		87,294 12
28. For stations, buildings and fixtures, per last report,	19,052 28	
29. For stations, buildings and fixtures paid during the past year,	None.	
30. Total amount expended for stations, buildings and fixtures,		19,052 28
31. For land, land-damages and fences, per last report,	17,307 00	
32. For land, land-damages and fences paid during the past year,	None.	
33. Total amount expended for land, land-damages, and fences,		17,307 00
34. For locomotives, per last report,	11,150 00	
35. For locomotives paid during the past year,	None.	
36. Total amount expended for locomotives,		11,150 00
37. For passenger and baggage cars, per last report,	7,350 00	
38. For passenger and baggage cars paid during the past year,	None.	
39. Total amount expended for passenger and baggage cars,		7,350 00
40. For merchandise cars, per last report,	4,825 00	
41. For merchandise cars paid during the past year,	None.	
42. Total amount expended for merchandise cars,		4,825 00
43. For engineering, per last report,	5,128 12	
44. For engineering paid during the past year,	None.	
45. Total amount expended for engineering,		5,128 12
46. For agencies and other expenses, per last report,	18,919 21	

47. For agencies and other expenses paid during the past year,	None.	
48. Total amount expended for agencies and other expenses,		$18,919 21
49. Total cost of road and equipment,		$243,809 62
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	–	–
[Ferry boat and slip,]	16,881 89	
[Two wharves,]	11,983 49	
[Real estate,]	2,251 00	31,116 38
		$274,926 00

CHARACTERISTICS OF ROAD.

51. Length of road,	15 11-100 miles.
52. Length of single main track,	15 11-100 miles.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	68-100 of a mile.
56. Weight of rail, per yard, in main road,	56 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	24 24-100 ft. in 1 26-100 mls.
59. Maximum grade, with its length, in branch roads,	None.
60. Total rise and fall in main road,	52½ feet.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature, with length of curve, in main road,	1,920 feet in 1,801 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degrees of curvature in main road,	206° 55′
65. Total degrees of curvature in branch roads,	None.
66. Total length of straight line in main road,	12 56-100 miles.
67. Total length of straight line in branches,	None.
68. Aggregate length of wooden truss bridges,	None.
69. Aggregate length of all other wooden bridges,	110 feet.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	None.
72. Number of public ways crossed at grade,	22
73. Number of railroads crossed at grade,	None.
74. Remarks,	None.
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	2
77. Flag stations,	None.
78. Whole number of way stations,	2
79. Whole number of flag stations,	None.

DOINGS DURING THE YEAR.

80. Miles run by passenger trains,	19,437	
81. Miles run by freight trains,	9,617	
82. Miles run by other trains,	None.	
83. Total miles run,		29,054
84. Number of passengers carried in the cars,	70,283	
85. Number of passengers carried one mile,	835,726	
86. Number of tons of merchandise carried in the cars,	9,271 tons, 748 lbs.	
87. Number of tons of merchandise carried one mile,	131,441 tons, 5 lbs.	
88. Number of passengers carried one mile to and from other roads,	633,636	
89. Number of tons carried one mile to and from other roads,	123,126 tons, 1,990 lbs.	

90. Rate of speed adopted for express passenger trains, including stops,		None.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,		None.	
92. Rate of speed adopted for accommodation trains,		26 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,		26 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,		None.	
95. Average rate of speed adopted for freight trains, including stops,		15 miles per hour.	
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile,		557,351	
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile,		150,255	
EXPENDITURES FOR WORKING THE ROAD.			
98. For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,		$8,800 34	
99. For repairs of wooden bridges,		–	–
100. For wages of switchmen, average per month,	$35 00	Total, 906 36	
101. For wages of gate-keepers, average per month,			
102. For wages of signal-men, average per month,			
103. For wages of watchmen, average per month,	$35 00		
104. Number of men employed, exclusive of those engaged in construction,		29	
105. For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used,)		None.	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,		None.	
107. Total for maintenance of way,			$9,706 70
MOTIVE POWER AND CARS.			
108. For repairs of locomotives,		$2,482 01	
109. For new locomotives, to cover depreciation,		None.	
110. For repairs of passenger cars,		2,174 28	
111. For new passenger cars, to cover depreciation,		None.	
112. For repairs of merchandise cars,		2,321 60	
113. For new merchandise cars, to cover depreciation,		None.	
114. For repairs of gravel and other cars,		None.	
115. Total for maintenance of motive power and cars,			$6,977 89
116. Number of engines,		2	
117. Number of passenger cars,		6	
118. Number of baggage cars,		2	
119. Number of merchandise cars,		28	
120. Number of gravel cars,		8	
MISCELLANEOUS.			
121. For fuel used by engines during the year, viz.:— 1. Wood, number of cords, Cost of the same, 2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of same,		$2,794 03	
122. For oil used by cars and engines,		1,259 27	
123. For waste and other material for cleaning,			
124. For salaries, wages and incidental expenses, chargeable to passenger department,		5,319 10	

125. For salaries, wages and incidental expenses, chargeable to freight department,	$3,378 09	
126. For gratuities and damages,	516 73	
127. For taxes and insurance, [including U. S. revenue tax,]	1,438 26	
128. For ferries, [new boiler, repairing ferry slip,]	22,048 56	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	None.	
130. For renewals of iron, including laying down,	Included in repairs of road, see 98.	
131. For new iron laid down, deducting the value of old iron taken up,		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, [Cape Cod Railroad Company,]	31,181 80	
133. For amount paid other companies, as rent for use of their roads, specifying each company,	–	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	1,626 16	
135. Total miscellaneous,		$69,562 00
136. Total expenditures for working the road,		$86,246 59
137. Total amount of interest paid during the year,	–	–
INCOME DURING THE YEAR.		
138. *For Passengers:* —		
1. On main road, including branches owned by company,	$8,484 10	
2. To and from other roads, specifying what, [Cape Cod Railroad Company,]	52,315 87	
139. *For Freight:* —		
1. On main road and branches owned by Co.,	955 53	
2. To and from other connecting roads,	25,234 73	
140. U. S. mails,	1,700 00	
141. Rents, [ferry,]	4,461 13	
142. Total income,		$93,151 36
143. Net earnings, after deducting expenses,		$6,904 77

ACCIDENTS.

November 9, 1865.—Mr. Stephen Chase, of Acushnet, was killed by being run over by the engine while lying on track (N. B. & T. R. R. Co.,) in a state of intoxication.

August 15, 1865.—Mrs. Esther Sanborn, of Lynn, was killed in attempting to get upon the train while it was in motion, at the Fairhaven Depot.

JOSEPH GRINNELL,
T. MANDELL,
D. R. GREENE,
GEO. HOWLAND, JR.,
CHARLES L. WOOD,
THOS. HATHAWAY,
WARD M. PARKER,
Directors of the New Bedford and Taunton Railroad Corporation.

BRISTOL, ss. December 28, 1865. Then personally appeared Joseph Grinnell and George Howland, Jr., who severally affirmed, and Thomas Mandell, Thomas Hathaway, Charles L. Wood, Ward M. Parker and David R. Greene, who severally made oath to the truth of the foregoing statement by them subscribed.

Before WENDELL H. COBB, *Justice of the Peace.*

REPORT

OF THE

NEWBURYPORT RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$430,000 00
2. Number of shares of capital stock issued,	1,807	
3. Increase of capital since last report,	Nothing.	
4. Capital paid in, per last report,	$220,340 02	
5. Capital paid in since last report,	Nothing.	
6. Total amount of capital stock paid in,		220,340 02
7. Funded debt, per last report,	234,900 00	
8. Funded debt paid since last report,	Nothing.	
9. Funded debt, increase of, since last report,	Nothing.	
10. Total present amount of funded debt, [bonds,]		234,900 00
11. Floating debt, per last report,	140,902 19	
12. Floating debt paid since last report,	Nothing.	
13. Floating debt, increase of, since last report,	Nothing.	
14. Total present amount of floating debt, [for which $210,900 bonds have been pledged,]		140,902 19
15. Total present amount of funded and floating debt,		375,802 19
16. Average rate of interest per annum paid during the year,	Nothing.	
17. Maximum amount of debts during the year,	590,902 19	
Cost of Road and Equipment.		
18. For graduation and masonry, per last report,	$197,653 98	
19. For graduation and masonry paid during the past year,	Nothing.	
20. Total am't expended for graduation and masonry,		$197,653 98
21. For wooden bridges, per last report,	The bridges so unimportant that no separate account of their cost has been made, but is included above.	
22. For wooden bridges, paid during the past year,		
23. Total amount expended for wooden bridges,		
24. Total amount expended for iron bridges (if any,)	None.	
25. For superstructure, including iron, per last report,	176,065 02	
26. For superstructure, including iron, paid during the past year,	Nothing.	
27. Total amount expended for superstructure, including iron,		176,065 02
28. For stations, buildings and fixtures, per last report,	31,701 57	
29. For stations, buildings and fixtures paid during the past year,	Nothing.	
30. Total amount expended for stations, buildings and fixtures,		31,701 57
31. For land, land-damages and fences, per last report,	86,983 89	

32.	For land, land-damages and fences paid during the past year,	Nothing.
33.	Total amount expended for land, land-damages and fences,	$86,983 89
34.	For locomotives, per last report,	Sold to Boston and Maine Railroad, under arrangement of lease of road.
35.	For locomotives paid during the past year,	
36.	Total amount expended for locomotives,	
37.	For passenger and baggage cars, per last report,	
38.	For passenger and baggage cars paid during the past year,	
39.	Total amount expended for passenger and baggage cars,	
40.	For merchandise cars, per last report,	
41.	For merchandise cars paid during the past year,	
42.	Total amount expended for merchandise cars,	
43.	For engineering, per last report,	$13,205 32
44.	For engineering paid during the past year,	Nothing.
45.	Total amount expended for engineering,	13,205 32
46.	For agencies and other expenses, per last report,	91,776 55
47.	For agencies and other expenses paid during the past year,	Nothing.
48.	Total amount expended for agencies and other expenses,	91,776 55
49.	Total cost of road and equipment,	597,386 33
50.	Amount of assets or property held by the corporation, in addition to the cost of the road,	Nothing.

CHARACTERISTICS OF ROAD.

51.	Length of road,	26 miles 5,168 feet.
52.	Length of single main track,	26 miles 5,168 feet.
53.	Length of double main track,	None.
54.	Length of branches owned by the Company, stating whether they have a single or double track,	None.
55.	Aggregate length of sidings, and other tracks, excepting main track and branches,	12,646 feet.
56.	Weight of rail, per yard, in main road,	50 lbs.
57.	Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58.	Maximum grade, with its length, in main road,	55 feet for 3,000 feet.
59.	Maximum grade, with its length, in branch roads,	None.
60.	Total rise and fall in main road,	430 feet.
61.	Total rise and fall in branch roads,	None.
62.	Shortest radius of curvature, with length of curve, in main road,	695 ft. curve; length, 1,100 feet.
63.	Shortest radius of curvature, with length of curve, in branch roads,	None.
64.	Total degree of curvature in main road,	790°
65.	Total degree of curvature in branch roads,	None.
66.	Total length of straight line in main road,	20 miles 1,172 feet.
67.	Total length of straight line in branches,	None.
68.	Aggregate length of wooden truss bridges,	None.
69.	Aggregate length of all other wooden bridges,	415 feet.
70.	Aggregate length of iron bridges,	None.
71.	Whole length of road unfenced on both sides,	None.
72.	Number of public ways crossed at grade,	33
73.	Number of railroads crossed at grade,	1
74.	Remarks,	None.
75.	Way stations for express trains,	None.
76.	Way stations for accommodation trains,	8
77.	Flag stations,	3
78.	Whole number of way stations,	8
79.	Whole number of flag stations,	3

Doings during the Year.	
80. Miles run by passenger trains,	See Note.
81. Miles run by freight trains,	
82. Miles run by other trains,	
83. Total miles run,	
84. Number of passengers carried in the cars,	
85. Number of passengers carried one mile,	
86. Number of tons of merchandise carried in the cars,	
87 Number of tons of merchandise carried one mile,	
88. Number of passengers carried one mile, to and from other roads,	
89. Number of tons carried one mile, to and from other roads,	
90. Rate of speed adopted for express passenger trains, including stops,	Same as on Boston and Maine Railroad.
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	
92. Rate of speed adopted for accommodation trains,	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	
94. Average rate of speed actually attained by special trains, including stops and detentions,	
95. Average rate of speed adopted for freight trains, including stops,	
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile,	See Note.
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile,	
Expenditures for Working the Road. [See Note.]	
Motive Power and Cars.	
108. For repairs of locomotives,	See Note.
109. For new locomotives, to cover depreciation,	
110. For repairs of passenger cars,	
111. For new passenger cars, to cover depreciation,	
112. For repairs of merchandise cars,	
113. For new merchandise cars, to cover depreciation,	
114. For repairs of gravel and other cars,	
115. Total for maintenance of motive power and cars,	
116. Number of engines,	None.
117. Number of passenger cars,	None.
118. Number of baggage cars,	None.
119. Number of merchandise cars,	None.
120. Number of gravel cars,	None.
Miscellaneous. [See Note.]	
Income during the Year. [See Note.]	
Dividends.	
144. per cent. Total,	Nothing.
145. Surplus not divided,	
146. Surplus last year,	
147. Total surplus,	

Estimated Depreciation beyond the Renewals, Viz.:—	
148. Of roads and bridges, ...	Nothing.
149. Buildings, ...	
150. Engines and cars, ...	
Mortgage Debts.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, ...	The bonds, amounting to $450,000.00, are secured by mortgages.
152. Mortgage debt paid since last report, . . .	Nothing.
153. Increase of mortgage debts since last report, .	Nothing.
154. Present amount of mortgage debts, . . .	$450,000 00
155. Number of mortgages on road and franchise, or any property of the Corporation, ...	4

Note.—This road is leased to the Boston and Maine Railroad, and its doings during the year, and its income and expenditures, are included in the report of that road, its business being so intimately connected that separate accounts have not been kept.

FRANCIS COGSWELL,
G. W. KITTREDGE,
DANIEL M. CHRISTIE,
PETER T. HOMER,
N. G. WHITE,
SAMUEL WELLS,
E. J. M. HALE,

Newburyport Railroad, by Directors of the Boston and Maine Railroad Corporation.

Suffolk, ss. December 30, 1865. Then personally appeared Francis Cogswell, G. W. Kittredge, Daniel M. Christie, Peter T. Homer, N. G. White, Samuel Wells, and E. J. M. Hale, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me, HORACE B. WILBUR, *Justice of the Peace.*

REPORT

OF THE

NEW HAVEN AND NORTHAMPTON R. R. COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$1,010,000 00
2. Number of shares of capital stock issued,	10,100	
3. Increase of capital since last report,	–	–
4. Capital paid in, per last report,	$1,010,000 00	
5. Capital paid in since last report,	–	–
6. Total amount of capital stock paid in,		1,010,000 00
7. Funded debt, per last report,	650,000 00	
8. Funded debt paid since last report,	–	–
9. Funded debt, increase of, since last report,	–	–
10. Total present amount of funded debt,		
[Hampshire and Hampden, 1st mortgage,]	200,000 00	650,000 00
[New Haven and Northampton Co.'s mortgage,]	450,000 00	
11. Floating debt, per last report,	–	–
12. Floating debt paid since last report,	–	–
13. Floating debt, increase of, since last report,	–	–
14. Total present amount of floating debt,	–	–
15. Total present amount of funded and floating debt,		$650,000 00
16. Average rate of interest per annum paid during the year,		
[On $200,000,]	6 per cent.	
[On $450,000,]	7 per cent.	
17. Maximum amount of debts during the year,	–	–

COST OF ROAD AND EQUIPMENT.*

18. For graduation and masonry, per last report,	See note below.
19. For graduation and masonry paid during the past year,	
20. Total am't expended for graduation and masonry,	
21. For wooden bridges, per last report,	
22. For wooden bridges paid during the past year,	
23. Total amount expended for wooden bridges,	
24. Total amount expended for iron bridges, (if any,)	
25. For superstructure, including iron, per last report,	
26. For superstructure, including iron, paid during the past year,	

* New Haven to Granby and branches,	$1,713,932 00
Granby to State line,	13,340 00
State line to Northampton,	577,932 62
Reported cost,	$2,305,204 62

This Company is unable to give these items in detail as the road was built by various corporations. The total cost is reported as above.

27. Total amount expended for superstructure, including iron,		
28. For stations, buildings and fixtures, per last report,		
29. For stations, buildings and fixtures paid during the past year,		
30. Total amount expended for stations, buildings and fixtures,	See note on previous page.	
31. For land, land-damages and fences, per last report,		
32. For land, land-damages and fences paid during the past year,		
33. Total amount expended for land, land-damages, and fences,		
34. For locomotives, per last report,	$23,619 89	
35. For locomotives paid during the past year,	21,408 30	
36. Total amount expended for locomotives,		$45,028 19
37. For passenger and baggage cars, per last report,	5,128 56	
38. For passenger and baggage cars paid during the past year,	–	–
39. Total amount expended for passenger and baggage cars,		5,128 56
40. For merchandise cars, per last report, [15 partially built,]	12,812 11	
41. For merchandise cars paid during the past year,	2,758 14	
42. Total amount expended for merchandise cars,		15,570 25
43. For engineering, per last report,		
44. For engineering paid during the past year,		
45. Total amount expended for engineering,		
46. For agencies and other expenses, per last report,	Included in other accounts.	
47. For agencies and other expenses paid during the past year,		
48. Total amount expended for agencies and other expenses,		
49. Total cost of road and equipment,*		$65,727 00
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	–	–

CHARACTERISTICS OF ROAD.

51. Length of road, [including branches,]	85 miles.	
52. Length of single main track,	85 miles.	
53. Length of double main track,	None.	
54. Length of branches owned by the Company, stating whether they have a single or double track,	8¾ single.	
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	–	–
56. Weight of rail, per yard, in main road, [54 and 56 in Conn., and 56 and 58 in Mass.]		
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	54 and 56 lbs.	
58. Maximum grade, with its length, in main road,		
59. Maximum grade, with its length, in branch roads,		
60. Total rise and fall in main road,		
61. Total rise and fall in branch roads,		
62. Shortest radius of curvature, with length of curve, in main road,	The original survey is not in possession of this Co., therefore these questions cannot be answered.	
63. Shortest radius of curvature, with length of curve, in branch roads,		
64. Total degrees of curvature, in main road,		
65. Total degrees of curvature, in branch roads,		
66. Total length of straight line, in main road,		
67. Total length of straight line, in branches,		
68. Aggregate length of wooden truss bridges,	1,442 feet.	

* Equipment only.

69. Aggregate length of all other wooden bridges,	2,500 feet.		
70. Aggregate length of iron bridges,	–	–	
71. Whole length of road unfenced on both sides,	–	–	
72. Number of public ways crossed at grade, [82 in Connecticut, and 36 in Massachusetts,]	118		
73. Number of railroads crossed at grade, [Western at Westfield, H. P. & F. at Plainville,]	–		
74. Remarks,	–	–	
75. Way stations for express trains,	–	–	
76. Way stations for accommodation trains, [14 in Connecticut and 4 in Massachusetts,]	18		
77. Flag stations, [5 in Connecticut and 2 in Massachusetts,]	7		
78. Whole number of way stations,	25		
79. Whole number of flag stations,	7		
DOINGS DURING THE YEAR.			
80. Miles run by passenger trains,	18,642		
81. Miles run by freight trains,	28,520		
82. Miles run by other trains, [estimated at,]	1,500		
83. Total miles run,			48,662
84. Number of passengers carried in the cars,	52,350		
85. Number of passengers carried one mile,	552,810		
86. Number of tons of merchandise carried in the cars,	35,964		
87. Number of tons of merchandise carried one mile,	655,173		
88. Number of passengers carried one mile, to and from other roads,	197,350		
89. Number of tons carried one mile, to and from other roads,	475,540		
90. Rate of speed adopted for express passenger trains, including stops,	–	–	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	–	–	
92. Rate of speed adopted for accommodation trains,	25 miles.		
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	25 miles.		
94. Average rate of speed actually attained by special trains, including stops and detentions,	–	–	
95. Average rate of speed adopted for freight trains, including stops,	20 miles.		
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	424,458		
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	1,058,604		
EXPENDITURES FOR WORKING THE ROAD. [North of Granby, 30 miles.]			
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	$34,871 44		
99. For repairs of wooden bridges,	1,835 23		
100. For wages of switchmen, average per month, $45 00	Total, Included in other accounts.		
101. For wages of gate-keepers, average per month,			
102. For wages of signal-men, average per month,			
103. For wages of watchmen, average per month, 40 00			
104. Number of men employed, exclusive of those engaged in construction,	80		
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)	479 30		

106. For repairs of fences, gates, houses for signalmen, gate-keepers, switchmen, tool-houses,	$853 90	
107. Total for maintenance of way,		$38,039 87
MOTIVE POWER AND CARS.		
[North of Granby, 30 miles.]		
108. For repairs of locomotives,	$8,752 40	
109. For new locomotives, to cover depreciation,	–	–
110. For repairs of passenger cars, [and merchandise cars,]	1,974 16	
111. For new passenger cars, to cover depreciation,	–	–
112. For repairs of merchandise cars,		
[Paid N. Y. and N. H. Railroad for use of cars,]	1,311 76	
113. For new merchandise cars, to cover depreciation,	–	–
114. For repairs of gravel and other cars,	–	–
115. Total for maintenance of motive power and cars,		$12,038 32
116. Number of engines,	4	
117. Number of passenger cars,	2	
118. Number of baggage cars,	1	
119. Number of merchandise cars, [10 box and 5 platform,]	15	
120. Number of gravel cars,	None.	
MISCELLANEOUS.		
[North of Granby, 30 miles.]		
121. For fuel used by engines during the year, viz.:—		
1. Wood, No. of cords, . Cost of the same,	$7,926 78	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) None. Cost of same,	–	–
122. For oil used by cars and engines,	1,438 68	
123. For waste and other material for cleaning,	307 43	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	} 23,259 12	
125. For salaries, wages and incidental expenses, chargeable to freight department,		
126. For gratuities and damages,	199 00	
127. For taxes and insurance, [State of Mass.,]	2,272 18	
128. For ferries,	–	–
129. For repairs of station buildings, aqueducts, fixtures, furniture,	2,003 60	
130. For renewals of iron, including laying down,	6,353 94	
131. For new iron laid down, deducting the value of old iron taken up,	–	–
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	–	–
133. For amount paid other companies, as rent for use of their roads, specifying each company,	–	–
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	2,276 65	
[Interest,]	229 75	
135. Total miscellaneous,		$16,267 13
136. Total expenditures for working the road,		$96,345 32
137. Total amount of interest paid during the year,		43,500 00
INCOME DURING THE YEAR.		
[North of Granby, 30 miles.]		
138. *For Passengers* :—		
1. On main road, including branches owned by company,	$20,892 61	
2. To and from other roads, specifying what,	–	–

139. *For Freight:*—		
1. On main road and branches owned by company,	$43,656 42	
2. To and from other connecting roads,	–	–
140. U. S. mails,	2,340 00	
141. Rents,	409 00	
142. Total income,		$67,298 03
143. Net earnings, after deducting expenses,	–	–
DIVIDENDS.		
144. 2 per cent. Total,		$20,200 00
145. Surplus not divided,	–	–
146. Surplus last year,	–	–
147. Total surplus,	–	–
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—		
148. Of roads and bridges,	–	–
149. Buildings,	–	–
150. Engines and cars,	–	–
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	$753,014 00	
152. Mortgage debt paid since last report,	–	–
153. Increase of mortgage debt since last report,	–	–
154. Present amount of mortgage debts,	753,014 00	
155. Number of mortgages on road and franchise, or any property of the Corporation,	3	

Earnings in Massachusetts.

From Passengers,	$17,549 79	
Freight,	36,671 39	
Mails,	1,966 00	
Rents,	409 00	
		$56,596 18

Earnings in Connecticut.

From Passengers—		
State Line to Granby,	$3,342 82	
Granby to Plainville,	23,225 55	
Plainville to New Haven,	42,177 78	
	$68,746 15	
From Freight,—		
State Line to Granby,	$6,985 03	
Granby to Plainville,	41,001 65	
Plainville to New Haven,	106,308 66	
	154,295 34	
From Mails—		
State Line to Granby,	$374 00	
Granby to Plainville,	2,037 50	
Plainville to New Haven,	2,037 50	
	4,449 00	

From Express—		
Granby to New Haven, ...	$1,505 02	
		$228,995 51
Total earnings, ...		$285,591 69

The receipts between Granby and New Haven are given as reported by the New York and New Haven Railroad Company, to whom the road from New Haven to Granby is leased until June 30, 1869, and who make no returns of expenses.

Expenses in Massachusetts.

84 per cent. of $94,073.14, or	$79,021 44	
Massachusetts State tax, ...	2,272 18	
		$81,293 62

Expenses in Connecticut.

State Line to Granby, 16 per cent. of $94,073.14, or . . .	$15,051 70

ACCIDENT.

October 21, 1865.—Margaret, wife of Patrick Kelly, in crossing the track at Northampton, near the street crossing, was struck by an engine and instantly killed.

WM. JOHNSON,
A. L. KIDSTON,
WM. W. BOARDMAN,
S. D. PARDEE,
M. G. ELLIOTT,
Directors of the New Haven and Northampton Company.

NEW HAVEN CITY, ss. January 11, 1866. Then personally appeared Wm. Johnson, A. L. Kidston, W. W. Boardman, S. D. Pardee, M. G. Elliott, and severally made oath to the truth of the foregoing statement by them subscribed, to their best knowledge and belief.

Before me, JOHN S. GRAVES, *Notary Public.*

REPORT

OF THE

NEW LONDON NORTHERN RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$669,805 00
2. Number of shares of capital stock issued,	66,980	
3. Increase of capital since last report,	$11,000 00	
4. Capital paid in, per last report,	–	–
5. Capital paid in since last report,	–	–
6. Total amount of capital stock paid in,	–	–
7. Funded debt, per last report,	61,000 00	
8. Funded debt paid since last report,	1,000 00	
9. Funded debt, increase of, since last report,	54,400 00	
10. Total present amount of funded debt,		114,400 00
11. Floating debt, per last report,	34,675 00	
12. Floating debt paid since last report,	9,675 00	
13. Floating debt, increase of, since last report,	–.	–
14. Total present amount of floating debt,		25,000 00
15. Total present amount of funded and floating debt,		139,400 00
16. Average rate of interest per annum paid during the year,	7 per cent.	
17. Maximum amount of debts during the year,	–	–
COST OF ROAD AND EQUIPMENT.*		
18. For graduation and masonry per last report,	–	–
19. For graduation and masonry, paid during the past year,	–	–
20. Total expended for graduation and masonry,	–	–
21. For wooden bridges, per last report,	–	–
22. For wooden bridges paid during the past year,	–	–
23. Total amount expended for wooden bridges,	–	–
24. Total amount expended for iron bridges, (if any,)	–	–
25. For superstructure, including iron, per last report,	–	–
26. For superstructure, including iron paid during the past year,	–	–
27. Total amount expended for superstructure, including iron,	–	–
28. For stations, buildings and fixtures, per last report,	–	–
29. For stations, buildings and fixtures paid during the past year,	–	–

* This Company was organized and chartered to facilitate the holders of the first mortgage bonds of the New London, Willimantic and Palmer Railroad Corporation in managing and working the road, which, by virtue of foreclosure, had fallen into their hands. The total cost of the road and equipment from Palmer to New London, to the present company, is represented by capital stock, $602,152.00. On the 1st day of March, 1864, in conformity with the legislative action of the State of Massachusetts, the New London Northern Railroad Company consummated the purchase of the Amherst, Belchertown and Palmer Railroad Company, from Palmer to Amherst, paying therefor five hundred and sixty-seven shares of their stock, and making the whole cost of the road and equipment from New London to Amherst, $658,805.00.

30.	Total amount expended for stations, buildings and fixtures,	– –
31.	For land, land-damages and fences, per last report,	– –
32.	For land, land-damages and fences paid during the past year,	– –
33.	Total amount expended for land, land-damages, and fences,	– –
34.	For locomotives, per last report,	– –
35.	For locomotives paid during the past year,	– –
36.	Total amount expended for locomotives,	– –
37.	For passenger and baggage cars, per last report,	– –
38.	For passenger and baggage cars paid during the past year,	– –
39.	Total amount expended for passenger and baggage cars,	– –
40.	For merchandise cars, per last report,	– –
41.	For merchandise cars paid during the past year,	– –
42.	Total amount expended for merchandise cars,	– –
43.	For engineering, per last report,	– –
44.	For engineering paid during the past year,	– –
45.	Total amount expended for engineering,	– –
46.	For agencies and other expenses, per last report,	
47.	For agencies and other expenses, paid during the past year,	– –
48.	Total amount expended for agencies and other expenses,	– –
49.	Total cost of road and equipment,	– –
50.	Amount of assets or property held by the corporation, in addition to the cost of the road,	– –
	[Wharf and depot at New London,]	$85,000 00
	[Cost of extension road north of Amherst, Massachusetts,]	55,346 00
	[Purchase of woodlands,]	13,000 00

Characteristics of Road.

51.	Length of road,	(29 miles in Mass.,) 86 mls.
52.	Length of single main track,	86 miles.
53.	Length of double main track,	– –
54.	Length of branches owned by the Company, stating whether they have a single or double track,	– –
55.	Aggregate length of sidings, and other tracks, excepting main track and branches,	About 6 miles.
56.	Weight of rail, per yard, in main road,	56 lbs.
57.	Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	– –
58.	Maximum grade, with its length, in main road,	66 feet.
59.	Maximum grade, with its length, in branch roads,	– –
60.	Total rise and fall in main road,	1,426 feet.
61.	Total rise and fall in branch roads,	– –
62.	Shortest radius of curvature, with length of curve, in main road,	293 feet; 400 feet.
63.	Shortest radius of curvature, with length of curve, in branch roads,	– –
64.	Total degrees of curvature in main road,	450°
65.	Total degrees of curvature in branch roads,	– –
66.	Total length of straight line in main road,	52⅝ miles.
67.	Total length of straight line in branches,	– –
68.	Aggregate length of wooden truss bridges,	3,278 feet.
69.	Aggregate length of all other wooden bridges,	5,380 feet.
70.	Aggregate length of iron bridges,	– –
71.	Whole length of road unfenced on both sides,	– –

72. Number of public ways crossed at grade,		18	
73. Number of railroads crossed at grade,		2	
74. Remarks,		–	–
75. Way stations for express trains,		–	–
76. Way stations for accommodation trains,		15	
77. Flag stations,		15	
78. Whole number of way stations,		15	
79. Whole number of flag stations,		15	
Doings during the Year.			
80. Miles run by passenger trains,		147,697	
81. Miles run by freight trains,		49,380	
82. Miles run by other trains,		7,900	
83. Total miles run,			204,977
84. Number of passengers carried in the cars,		244,482	
85. Number of passengers carried one mile,		3,339,280	
86. Number of tons of merchandise carried in the cars,		54,151	
87. Number of tons of merchandise carried one mile,		4,663,446	
88. Number of passengers carried one mile, to and from other roads,		–	–
89. Number of tons carried one mile, to and from other roads,		–	–
90. Rate of speed adopted for express passenger trains, including stops,		None.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,		None.	
92. Rate of speed adopted for accommodation trains,		25 miles.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,		22 miles.	
94. Average rate of speed actually attained by special trains, including stops and detentions,		20 miles.	
95. Average rate of speed adopted for freight trains, including stops,		12 miles.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,		6,000,000	
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,		1,800,000	
Expenditures for Working the Road.			
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,		$51,734 70	
99. For repairs of wooden bridges,		10,429 11	
100. For wages of switchmen, average per month,	$40 00		
101. For wages of gate-keepers, average per month,	40 00		
102. For wages of signal-men, average per month,			
103. For wages of watchmen, average per month,	40 00		
Total,		$3,000 00	
104. Number of men employed, exclusive of those engaged in construction,		140	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)		437 13	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,		2,529 59	
107. Total for maintenance of way,			$63,130 53

	MOTIVE POWER AND CARS.		
108.	For repairs of locomotives,	$14,571 14	
109.	For new locomotives, to cover depreciation,	20,600 00	
110.	For repairs of passenger cars,	7,075 08	
111.	For new passenger cars, to cover depreciation,	1,000 00	
112.	For repairs of merchandise cars,	7,075 08	
113.	For new merchandise cars, to cover depreciation,	1,600 00	
114.	For repairs of gravel and other cars,	–	–
115.	Total for maintenance of motive power and cars.		$51,921 30
116.	Number of engines,	11	
117.	Number of passenger cars,	10	
118.	Number of baggage cars,	5	
119.	Number of merchandise cars,	132	
120.	Number of gravel cars,	8	
	MISCELLANEOUS.		
121.	For fuel used by engines during the year, viz.:—		
	1. Wood, number of cords, . Cost of the same,	$25,024 71	
	2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . Cost of same,	–	–
122.	For oil used by cars and engines,	4,062 01	
123.	For waste and other material for cleaning,	1,591 11	
124.	For salaries, wages and incidental expenses, chargeable to passenger department,	16,549 47	
125.	For salaries, wages and incidental expenses, chargeable to freight department,	16,549 46	
126.	For gratuities and damages,	5,456 56	
127.	For taxes and insurance,	22,379 77	
128.	For ferries,	–	–
129.	For repairs of station buildings, aqueducts, fixtures, furniture,	5,955 58	
130.	For renewals of iron, including laying down,	3,698 09	
131.	For new iron laid down, deducting the value of old iron taken up,	29,866 73	
132.	For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	–	–
133.	For amount paid other companies, as rent for use of their roads, specifying each company, [City of New London, for use of lands,]	3,000 00	
134.	For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	9,261 84	
135.	Total miscellaneous,		$143,395 33
136.	Total expenditures for working the road,		263,447 16
137.	Total amount of interest paid during the year,		9,776 06
	INCOME DURING THE YEAR.		
138.	*For Passengers* :—		
	1. On main road including branches owned by Company,	$140,433 08	
	2. To and from other roads, specifying what,	–	–
139.	*For Freight* :—		
	1. On main road, and branches owned by Co.,	131,695 12	
	2. To and from other connecting roads,	–	–
140.	U. S. mails,	6,325 00	
141.	Rents,	24,840 85	
	[Earnings in Massachusetts, $64,712.00,]		
	[Earnings in Connecticut, $238,582.05.]		

142. Total income,		$303,294 05
143. Net earnings, after deducting expenses,	$39,846 89	
DIVIDENDS.		
144. 8 per cent. Total,		52,704 40
145. Surplus not divided,	–	–
146. Surplus last year,	–	–
147. Total surplus,	–	–
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—		
148. Of road and bridges,	–	–
149. Buildings,	–	–
150. Engines and cars,	–	–
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	$61,000 00	
152. Mortgage debt, paid since last report,	1,000 00	
153. Increase of mortgage debt, since last report,	54,400 00	
154. Present amount of mortgage debts,	114,400 00	
155. Number of mortgages on road and franchise, or any property of the corporation,	2	

HENRY P. HAVEN,
A. N. RAMSDELL,
F. B. LOOMIS,
WM. H. BARNS,
ROB. COIT,
ENOCH V. STODDARD,
Directors of the New London Northern Railroad Corporation.

NEW LONDON COUNTY, ss. New London, Ct., December 29, 1865. Then personally appeared Henry P. Haven, A. N. Ramsdell, F. B. Loomis, Wm. H. Barns, Rob't Coit, E. V. Stoddard, and severally made oath to the truth of the foregoing statement by them subscribed.

Before L. M. STILLMAN, *Justice of the Peace.*

REPORT

OF THE

NORFOLK COUNTY RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,	
2. Number of shares of capital stock issued,	
3. Increase of capital since last report,	
4. Capital paid in, per last report,	
5. Capital paid in since last report,	
6. Total amount of capital stock paid in,	
7. Funded debt, per last report,	
8. Funded debt paid since last report,	
9. Funded debt, increase of since last report,	
10. Total present amount of funded debt,	
11. Floating debt, per last report,	
12. Floating debt paid since last report,	
13. Floating debt, increase of since last report,	
14. Total present amount of floating debt,	
15. Total present amount of funded and floating debt,	
16. Average rate of interest per annum, paid during the year,	
17. Maximum amount of debts during the year,	These questions are not answered, because the Trustees have not the books and papers of the corporation, and have no means of answering them.
COST OF ROAD AND EQUIPMENT.	
18. For graduation and masonry, per last report,	
19. For graduation and masonry paid during the past year,	
20. Total am't expended for graduation and masonry,	
21. For wooden bridges, per last report,	
22. For wooden bridges paid during the past year,	
23. Total amount expended for wooden bridges,	
24. Total amount expended for iron bridges, (if any,)	
25. For superstructure, including iron, per last report,	
26. For superstructure, including iron, paid during the past year,	
27. Total amount expended for superstructure, including iron,	
28. For stations, buildings and fixtures, per last report,	
29. For stations, buildings and fixtures paid during the past year,	
30. Total amount expended for stations, buildings and fixtures,	
31. For land, land-damages and fences, per last report,	
32. For land, land-damages and fences paid during the past year,	

33. Total amount expended for land, land-damages and fences,	These questions are not answered, because the Trustees have not the books and papers of the corporation, and have no means of answering them.
34. For locomotives, per last report,	
35. For locomotives paid during the past year,	
36. Total amount expended for locomotives,	
37. For passenger and baggage cars, per last report,	
38. For passenger and baggage cars paid during the past year,	
39. Total amount expended for passenger and baggage cars,	
40. For merchandise cars, per last report,	
41. For merchandise cars paid during the past year,	
42. Total amount expended for merchandise cars,	
43. For engineering, per last report,	
44. For engineering paid during the past year,	
45. Total amount expended for engineering,	
46. For agencies and other expenses, per last report,	
47. For agencies and other expenses, paid during the past year,	
48. Total amount expended for agencies and other expenses,	
49. Total cost of road and equipment,	
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	

Characteristics of Road.

51. Length of road,	25 965-1,000 miles, or 137,100 feet.
52. Length of single main track,	136,100 feet.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	9,802 feet.
56. Weight of rail, per yard, in main road,	58 to 63 lbs. per yard.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	35 376-1,000 feet per mile.
59. Maximum grade, with its length, in branch roads,	None.
60. Total rise and fall in main road,	694 feet; 410 rise, 284 fall.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature, with length of curve, in main road,	2° 45′; 2,084 radius, 1,500 feet long.
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degree of curvature in main road,	252°
65. Total degree of curvature in branch roads,	None.
66. Total length of straight line in main road,	111,600 feet, or 21 miles, 43 rods, 10½ feet.
67. Total length of straight line in branches,	None.
68. Aggregate length of wooden truss bridges,	1,575 feet.
69. Aggregate length of all other wooden bridges,	133 feet.
70. Aggregate length of iron bridges,	57 feet.
71. Whole length of road unfenced on both sides,	– –
72. Number of public ways crossed at grade,	16
73. Number of railroads crossed at grade,	None.
74. Remarks,	– –
75. Way stations for express trains,	6
76. Way stations for accommodation trains,	11
77. Flag stations,	2
78. Whole number of way stations,	12
79. Whole number of flag stations,	2

	DOINGS DURING THE YEAR.		
80.	Miles run by passenger trains,	23,832	
81.	Miles run by freight trains,	26,024	
82.	Miles run by other trains,	None.	
83.	Total miles run,	49,856	
84.	Number of passenger carried in the cars,	145,502	
85.	Number of passengers carried one mile,	1,708,241	
86.	Number of tons of merchandise carried in the cars,	32,196	
87.	Number of tons of merchandise carried one mile,	642,920	
88.	Number of passengers carried one mile, to and from other roads,	1,345,185	
89.	Number of tons carried one mile, to and from other roads,	411,100	
90.	Rate of speed adopted for express passenger trains, including stops,	25 miles per hour.	
91.	Average rate of speed actually attained by express passenger trains, including stops and detentions,	25 miles per hour.	
92.	Rate of speed adopted for accommodation trains,	18 miles per hour.	
93.	Rate of speed actually attained by accommodation trains, including stops and detentions,	18 miles per hour.	
94.	Average rate of speed actually attained by special trains, including stops and detentions,	-	-
95.	Average rate of speed adopted for freight trains, including stops,	9 miles per hour.	
96.	Estimated weight, in tons, of passenger cars, (not including passengers,) hauled one mile,	1,220,520 tons.	
97.	Estimated weight, in tons, of merchandise cars, (not including freight,) hauled one mile,	868,804 tons.	
	EXPENDITURES FOR WORKING THE ROAD.		
98.	For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	$13,648 43	
99.	For repairs of wooden bridges,	2,004 96	
100.	For wages of switchmen, average per month, $	Total,	
101.	For wages of gate-keepers, average per month,		
102.	For wages of signal-men, average per month,	1,224 11	
103.	For wages of watchmen, average per month,		
104.	Number of men employed, exclusive of those engaged in construction,	55	
105.	For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	Nothing.	
106.	For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	289 90	
107.	Total for maintenance of way,		$17,167 40
	MOTIVE POWER AND CARS.		
108.	For repairs of locomotives,	$5,242 06	
109.	For new locomotives, to cover depreciation,	Nothing.	
110.	For repairs of passenger cars,	4,995 17	
111.	For new passenger cars, to cover depreciation,	Nothing.	
112.	For repairs of merchandise cars,	1,910 18	
113.	For new merchandise cars, to cover depreciation,	Nothing.	
114.	For repairs of gravel and other cars,	Nothing.	
115.	Total for maintenance of motive power and cars,		$12,147 41
116.	Number of engines,	3	
117.	Number of passenger cars,	5	

118.	Number of baggage cars,	1	
119.	Number of merchandise cars,	56	
120.	Number of gravel cars,	2	
	MISCELLANEOUS.		
121.	For fuel used by engines during the year, viz.:—		
	1. Wood, number of cords, 82. Cost of the same,	$736 33	
	2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 1,250. Cost of same,	16,251 33	
122.	For oil used by cars and engines,	1,226 58	
123.	For waste and other material for cleaning,	455 23	
124.	For salaries, wages and incidental expenses, chargeable to passenger department,	6,715 42	
125.	For salaries, wages and incidental expenses, chargeable to freight department,	4,994 73	
126.	For gratuities and damages,	566 83	
127.	For taxes and insurance,	1,909 60	
128.	For ferries,	Nothing.	
129.	For repairs of station buildings, aqueducts, fixtures, furniture,	195 03	
130.	For renewals of iron, including laying down,	Nothing.	
131.	For new iron laid down, deducting the value of old iron taken up,	Nothing.	
132.	For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	–	–
133.	For amount paid other companies, as rent for use of their roads, specifying each company,	–	–
134.	For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	6,031 47	
135.	Total miscellaneous,		$39,682 55
136.	Total expenditures for working the road,		$68,397 36
137.	Total amount of interest paid during the year,	Nothing.	
	INCOME DURING THE YEAR.		
138.	*For Passengers:*—		
	1. On main road, including branches owned by company,	$44,001 02	
	2. To and from other roads, specifying what,	–	–
139.	*For Freight:*—		
	1. On main road and branches owned by Co.,	33,423 75	
	2. To and from other connecting roads,	–	–
140.	U. S. mails,	913 00	
141.	Rents, [Earle's Express Co.,]	2,100 00	
142.	Total income,		$80,437 77
143.	Net earnings, after deducting expenses,		$12,040 41
	DIVIDENDS.		
144.	per cent. Total,	None.	
145.	Surplus not divided,	$12,040 41	
146.	Surplus last year,	25,102 21	
147.	Total surplus,		$37,142 62
	ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—		
148.	Of roads and bridges,	Nothing.	
149.	Buildings,	Nothing.	
150.	Engines and cars,	Nothing.	

MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, ...	These questions are not answered, because the Trustees have not the books and papers of the corporation, and have no means of answering them.
152. Mortgage debt paid since last report, . . .	
153. Increase of mortgage debt since last report, .	
154. Present amount of mortgage debts, . . .	
155. Number of mortgages on road and franchise, or any property of the Corporation, . . .	

ISAAC DAVIS,
J. W. CONVERSE,
W. FARNUM,
Trustees of the Bondholders of the Norfolk County Railroad Corporation.

SUFFOLK, ss. December 30, 1865. Then personally appeared Isaac Davis, J. W. Converse and Welcome Farnum, and severally made oath to the truth of the foregoing statement by them subscribed.

Before FREDERICK GOULD, *Justice of the Peace.*

REPORT

OF THE

NORWICH AND WORCESTER RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$2,825,000 00
2. Number of shares of capital stock issued,	23,636	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	$2,338,600 00	
5. Capital paid in since last report,	25,000 00	
6. Total amount of capital stock paid in,		2,363,600 00
7. Funded debt, per last report,	607,000 00	
8. Funded debt paid since last report,	27,000 00	
9. Funded debt, increase of, since last report,	–	–
10. Total present amount of funded debt,		580,000 00
11. Floating debt, per last report,	10,961 73	
12. Floating debt paid since last report,	1,699 76	
13. Floating debt, increase of, since last report,	–	–
14. Total present amount of floating debt,		9,261 97
15. Total present amount of funded and floating debt,		589,261 97
16. Average rate of interest per annum, paid during the year,	5 15-16 per cent.	
17. Maximum amount of debts during the year,	811,707 24	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry per last report,	$614,529 92	
19. For graduation and masonry paid during the past year,	–	–
20. Total amount expended for graduation and masonry,		$614,529 92
21. For wooden bridges, per last report,	32,750 59	
22. For wooden bridges paid during the past year,	–	–
23. Total amount expended for wooden bridges,		32,750 59
24. Total amount expended for iron bridges, (if any,)		
25. For superstructure, including iron, per last report,	357,181 48	
26. For superstructure, including iron, paid during the past year,	–	–
27. Total amount expended for superstructure, including iron,		357,181 48
28. For stations, buildings and fixtures, per last report,	49,168 93	
29. For stations, buildings and fixtures, paid during the past year,	–	–
30. Total amount expended for stations, buildings and fixtures,		49,168 93
31. For land, land-damages and fences, per last report,	142,591 71	
32. For land, land-damages and fences, paid during the past year,	–	–

33. Total amount expended for land, land-damages and fences,		$142,591 71
34. For locomotives, per last report,	$75,540 44	
35. For locomotives paid during the past year,	–	–
36. Total amount expended for locomotives,		75,540 44
37. For passenger and baggage cars, per last report,	31,524 88	
38. For passenger and baggage cars paid during the past year,	–	–
39. Total amount expended for passenger and baggage cars,		31,524 88
40. For merchandise cars, per last report,	42,646 25	
41. For merchandise cars paid during the year,	–	–
42. Total amount expended for merchandise cars,		42,646 25
43. For engineering, per last report,	69,499 50½	
44. For engineering paid during the past year,	–	–
45. Total amount expended for engineering,		69,499 50½
46. For agencies and other expenses, per last report,	1,198,260 50½	
47. For agencies and other expenses paid during the past year,	–	–
48. Total amount expended for agencies and other expenses,		1,198,260 50½
49. Total cost of road and equipment,		$2,613,694 31
50. Amount of assets or property held by the corporation in addition to the cost of the road,	688,986 53	

CHARACTERISTICS OF ROAD.

51. Length of road,	59 4-10 miles.
52. Length of single main track,	59 4-10 miles.
53. Length of double main track,	1⅛ mile.
54. Length of branches owned by the company, stating whether they have a single or double track,	7 miles single.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	7 2-10 miles.
56. Weight of rail, per yard, in main road,	56 and 60 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	56 and 60 lbs.
58. Maximum grade, with its length, in main road,	32 feet for 13,265 feet.
59. Maximum grade, with its length, in branch roads,	No data.
60. Total rise and fall in main road,	815¼
61. Total rise and fall in branch roads,	No data.
62. Shortest radius of curvature, with length of curve, in main road,	500 ft. radius; 486 ft. long.
63. Shortest radius of curvature, with length of curve, in branch roads,	175 ft. radius; 200 ft. long.
64. Total degrees of curvature, in main road,	424° 30′
65. Total degrees of curvature, in branch roads,	No data.
66. Total length of straight line, in main road,	33 miles.
67. Total length of straight line, in branches,	1 6-10 miles.
68. Aggregate length of wooden truss bridges,	1,309 feet.
69. Aggregate length of all other wooden bridges,	548 feet.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	Fenced by abuttors.
72. Number of public ways crossed at grade,	74
73. Number of railroads crossed at grade,	3; Western; and P. H. and F.; and B. H. and Erie.
74. Remarks,	None to be made.
75. Way stations for express trains,	3
76. Way stations for accommodation trains,	17
77. Flag stations,	2
78. Whole number of way stations,	17
79. Whole number of flag stations,	2

Doings during the Year.			
80. Miles run by passenger trains,		160,332	
81. Miles run by freight trains,		166,488	
82. Miles run by other trains,		3,164	
83. Total miles run,			329,984
84. Number of passengers carried in the cars,		296,117	
85. Number of passengers carried one mile,		8,442,644	
86. Number of tons of merchandise carried in the cars,		184,801	
87. Number of tons of merchandise carried one mile,		9,062,984	
88. Number of passengers carried one mile, to and from other roads,		3,551,635	
89. Number of tons carried one mile, to and from other roads,		4,529,523	
90. Rate of speed adopted for express passenger trains, including stops,		30 miles.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,		30 miles.	
92. Rate of speed adopted for accommodation trains,		20 miles.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,		25 miles.	
94. Average rate of speed actually attained by special trains, including stops and detentions,		20 miles.	
95. Average rate of speed adopted for freight trains, including stops,		8 miles.	
96. Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile,		6,015,040	
97. Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile,		13,594,476	
Expenditures for Working the Road.			
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,		$61,285 20	
99. For repairs of wooden bridges,		4,912 14	
100. For wages of switchmen, average per month,	$45 70		
101. For wages of gate-keepers, average per month,	28 79		
102. For wages of signal-men, average per month,	13 78	Total, 8,373 81	
103. For wages of watchmen, average per month,	36 34		
104. Number of men employed, exclusive of those engaged in construction,		305 men.	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)		178 86	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,		26 75	
107. Total for maintenance of way,			$74,776 76
Motive Power and Cars.			
108. For repairs of locomotives,		$24,956 67	
109. For new locomotives, to cover depreciation,		–	–
110. For repairs of passenger cars,		13,446 93	
111. For new passenger cars, to cover depreciation,		4,093 84	
112. For repairs of merchandise cars,		36,495 07	
113. For new merchandise cars, to cover depreciation,		1,474 28	
114. For repairs of gravel and other cars,		494 84	
115. Total for maintenance of motive power and cars,			$80,961 63
116. Number of engines,		18	
117. Number of passenger cars,		19	

118. Number of baggage cars,		None.	
119. Number of merchandise cars,		403	
120. Number of gravel cars,		None.	
Miscellaneous.			
121. For fuel used by engines during the year, viz.:—			
1. Wood, number of cords, . Cost of the same,		$41,128 56	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . Cost of same,		17,872 18	
122. For oil used by cars and engines,		6,015 82	
123. For waste and other material for cleaning,		1,552 85	
124. For salaries, wages, and incidental expenses, chargeable to passenger department,		24,105 60	
125. For salaries, wages, and incidental expenses, chargeable to freight department,		65,143 73	
126. For gratuities and damages,		57,498 49	
127. For taxes and insurance,		35,805 18	
128. For ferries,		None.	
129. For repairs of station buildings, aqueducts, fixtures, furniture,		7,901 96	
130. For renewals of iron, including laying down,		–	–
131. For new iron laid down, deducting the value of old iron taken up,		–	–
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,		–	–
133. For amount paid other companies, as rent for use of their roads, specifying each company,		None.	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,		32,899 02	
135. Total miscellaneous,			$289,923 39
136. Total expenditures for working the road,			$445,661 78
137. Total amount of interest paid during the year,			26,481 59
[Total expenses and interest,]			$472,143 37
Income during the Year.			
138. *For Passengers:*—			
1. On main road, including branches owned by company,		$158,957 82	
2. To and from other roads, specifying what, [Boston & Worcester, Worcester & Nashua, Providence, Hartford & Fishkill, and New London Northern,]		106,549 05	$265,506 87
139. *For Freight:*—			
1. On main road, and branches owned by Co.,		234,121 23	
2. To and from other connecting roads, [Boston & Worcester, Worcester & Nashua, Providence, Hartford and Fishkill, New London Northern,]		193,802 73	427,923 96
140. U. S. mails,		8,030 00	
141. Rents, [$831.43; other income, $11,765.57,]		12,597 00	20,627 00
142. Total income,			714,057 83
143. Net earnings, after deducting expenses, [and interest,]		241,914 46	

DIVIDENDS.		
144. 9 per cent. Total, [$221,662.04, dividend, scrip, &c., 243.56,]		$221,905 60
145. Surplus not divided, [$245,815.33, and stock premium, &c., $2,000.02,]	$247,815 35	
146. Surplus last year,	241,914 46	
147. Total surplus,		267,824 21
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—		
148. Of roads and bridges,	–	–
149. Buildings,	–	–
150. Engines and cars,	–	–
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	$607,000 00	
152. Mortgage debt paid since last report,	27,000 00	
153. Increase of mortgage debt since last report,	–	–
154. Present amount of mortgage debts,	580,000 00	
155. Number of mortgages on road and franchise, or any property of the Corporation,	2	

CASUALTIES REPORTED BY THE SUPERINTENDENT.

December 22, 1864.—Iris Connell, a brakeman on the express freight train, fell from car while running a bell line near Worcester Junction, the train being in motion, and was run over. He lived but a short time.

January 11, 1865.—William Burke, a brakeman on way freight train, fell while walking at side of train at Putnam. His arm went on to the rail, and wheels of a car passed over it, crushing it, rendering amputation necessary.

January 25.—Mr. Thomas Parker, a passenger, in attempting to get on to the third passenger train down, at Dayville, while the train was in motion, slipped and was run over. He survived but a short time.

February 7.—Mrs. P. Haven was killed, while lying on the track about one mile south of Auburn, by the third passenger train up. She belonged at North Oxford.

April 24.—George Burke, a discharged sailor, fell from the boat train this evening, near Hutchings Farm Crossing, and was instantly killed. He was more or less intoxicated.

May 10.—Jeremiah Driscoll, a brakeman on the way freight train, fell between the cars at Putnam, crushing his leg, rendering amputation necessary.

June 19.—Patrick Slattery was killed in the yard at Norwich, by being run over by an empty coal train. In getting off cars, fell, and wheels passed over his neck. He died instantly.

June 14.—Mrs. Lyon, while attempting to get on to the boat train at Webster, after the train had started, fell between cars, and the train passed over her. She died the same evening.

November 3.—Thomas I. Clark, a brakeman on special freight train, was instantly killed by falling from a freight car while the train was under way, "near Danielsonville," and train passing over him.

November 20.—Daniel Burke, a coal heaver, was jammed between cars at coal yard at Norwich. He died the next day.

All of which is respectfully submitted, with the Report of the Commissioners of the Commonwealth of Massachusetts, and the State of Connecticut, as required by law.

A. BREWSTER,
CHARLES JOHNSON,
J. N. PERKINS,
JNO. F. SLATER,
A. N. RAMSDELL,
WM. F. WELD,
ALEX. DEWITT,
FRANKLIN NICHOLS,
D. SMITH,
JNO. T. WAIT,

Directors of the Norwich and Worcester Railroad Corporation.

STATE OF CONNECTICUT.

NEW LONDON COUNTY, ss. NORWICH, December 27, 1865. Then personally appeared the above named A. Brewster, Chas. Johnson, J. N. Perkins, W. F. Weld, John F. Slater, A. N. Ramsdell, Alex'r DeWitt, Franklin Nichols, David Smith and John T. Wait, and made oath that the foregoing return, by them subscribed, is true, to the best of their knowledge and belief.

Before me, P. ST. M. ANDREWS, *Justice of the Peace.*

Commissioners' Thirtieth Annual Report to November 30, 1865.

The undersigned, having been called upon to examine the accounts of the Norwich and Worcester Railroad Company relative to the expenditure of the road, and to decide what portion of said expenditures are to be charged to the different sections of the road, report that on the 23d day of December, 1865, we examined the accounts of said Company up to the 30th of November, 1865, and found that there had been expended for the road in Connecticut, to the 30th of November, 1865, the sum of	$1,840,597 60
That there had been expended in Massachusetts, to the 30th of November, 1865, ...	773,096 61
Making the whole cost of the road, to the 30th of November, 1865, .	$2,613,694 21
They further report, that the accounts of the expenditures on the road, in each State, have been kept separate and distinct, as required by the charter. That the receipts of the Company for twelve months, ending November 30th, 1865, were	$714,057 83
Expenditures for repairs of road, cars, bridges, locomotives, station houses, new locomotives, new cars, fuel, passenger and freight expenses, &c., ...	445,661 78
	$268,396 05
From which deduct interest, ...	26,481 59
Leaving net, after paying expenses and interest, ...	$241,914 46
Of which we have set to Massachusetts one-third, ...	$80,638 15⅓
And to Connecticut two-thirds, ...	161,276 30⅔
	$241,914 46

All of which is respectfully submitted.

CHARLES L. PUTNAM,
Commissioner for State of Massachusetts.

JNO. B. WARD,
Commissioner for State of Connecticut.

REPORT

OF THE

OLD COLONY AND NEWPORT RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock, [authorized by charter,]		$4,000,00 00
2. Number of shares of capital stock issued, [in shares and scrip,]	36,096	
3. Increase of capital since last report,	–	–
4. Capital paid in, per last report,	$3,609,600 00	
5. Capital paid in since last report,	–	–
6. Total amount of capital stock paid in,		3,609,600 00
7. Funded debt per last report,	452,000 00	
8. Funded debt paid since last report,	–	–
9. Funded debt, increase of, since last report,	310,500 00	
10. Total present amount of funded debt,		762,500 00
11. Floating debt, per last report,	451,350 00	
12. Floating debt paid since last report,	–	–
13. Floating debt, increase of, since last report,	129,700 00	
14. Total present amount of floating debt,		581,050 00
15. Total present amount of funded and floating debt,		1,343,550 00
16. Average rate of interest per annum paid during the year,	About 6 per cent.	
17. Maximum amount of debts during the year,	1,343,550 00	
COST OF ROAD AND EQUIPMENT.		
[For cost Abington Branch, per last report,]	$129,098 87	
18. For graduation and masonry, per last report,	491,340 12	
19. For graduation and masonry paid during the past year,	347,344 09	
20. Total amount expended for graduation and masonry,		$838,684 21
21. For wooden bridges, per last report,	99,439 30	
22. For wooden bridges paid during the past year,	12,528 71	
23. Total amount expended for wooden bridges,		111,968 01
24. Total amount expended for iron bridges, (if any,)	–	–
25. For superstructure, including iron, per last report,	877,046 20	
26. For superstructure, including iron, paid during the past year,	129,929 86	
27. Total amount expended for superstructure, including iron,		1,006,976 06
28. For stations, buildings and fixtures, per last report,	295,564 67	
29. For stations, buildings and fixtures paid during the past year,	101,282 44	
30. Total amount expended for stations, buildings and fixtures,		396,847 11
31. For land, land-damages and fences, per last report,	851,051 32	
32. For land, land-damages and fences paid during the past year,	186,948 09	

33. Total amount expended for land, land-damages, and fences,		$1,037,999 41
34. For locomotives, per last report,	$161,259 80	
35. For locomotives paid during the past year, [For three, charged in expenses,]	–	–
36. Total amount expended for locomotives,		161,259 80
37. For passenger and baggage cars, per last report,	94,281 23	
38. For passenger and baggage cars paid during the past year, [For five passenger and two baggage, charged in expenses,]	–	–
39. Total amount expended for passenger and baggage cars,		94,281 23
40. For merchandise cars, per last report,	78,962 14	
41. For merchandise cars paid during the past year,	–	–
42. Total amount expended for merchandise cars,		78,962 14
43. For engineering, per last report,	353,366 26	
44. For engineering paid during the past year,	53,190 30	
45. Total amount expended for engineering,		406,556 56
46. For agencies and other expenses, per last report,	2,754 90	
47. For agencies and other expenses paid during the past year,	6,418 28	
48. Total amount expended for agencies and other expenses,		9,173 18
49. Total cost of road and equipment,		$4,271,806 58
[Less charged off for deterioration,]		71,216 21
50. Amount of assets or property held by the corporation in addition to the cost of the road,		$4,200,590 37

CHARACTERISTICS OF ROAD.

51. Length of road,	98½ miles.
52. Length of single main track,	98½ miles.
53. Length of double main track,	11½ miles.
54. Length of branches owned by the Company, stating whether they have a single or double track,	8¾ miles, single track.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	16 miles.
56. Weight of rail, per yard, in main road,	54 to 60 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	50 to 56 lbs.
58. Maximum grade, with its length, in main road,	44 85-100 for 400 feet.
59. Maximum grade, with its length in branch roads,	39 6-10 for 875 feet.
60. Total rise and fall in main road,	1,598 feet.
61. Total rise and fall in branch roads,	148 feet.
62. Shortest radius of curvature, with length of curve, in main road,	520 feet for 420 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	301 feet for 140 feet.
64. Total degrees of curvature in main road,	2,288°
65. Total degrees of curvature in branch roads,	178°
66. Total length of straight line in main road,	72 miles, 2,520 feet.
67. Total length of straight line in branches,	5 miles, 4,708 feet.
68. Aggregate length of wooden truss bridges,	384 feet.
69. Aggregate length of all other wooden bridges,	1,500 feet.
70. Aggregate length of iron bridges,	–
71. Whole length of road unfenced on both sides,	About 10 miles.
72. Number of public ways crossed at grade,	97
73. Number of railroads crossed at grade,	1
74. Remarks,	– –
75. Way stations for express trains,	4
76. Way stations for accommodation trains,	38

77. Flag stations,		12	
78. Whole number of way stations,		38	
79. Whole number of flag stations,		12	
DOINGS DURING THE YEAR.			
80. Miles run by passenger trains,		398,957	
81. Miles run by freight trains,		151,383	
82. Miles run by other trains,		18,928	
83. Total miles run,			569,268
84. Number of passengers carried in the cars,		1,832,590	
85. Number of passengers carried one mile,		33,375,140	
86. Number of tons of merchandise carried in the cars,		302,642	
87. Number of tons of merchandise carried one mile,		11,342,282	
88. Number of passengers carried one mile, to and from other roads,		15,849,241	
89. Number of tons carried one mile, to and from other roads,		2,197,739	
90. Rate of speed adopted for express passenger trains, including stops,		33 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,		33 miles per hour.	
92. Rate of speed adopted for accommodation trains,		23 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,		23 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,		20 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops,		12 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,		12,341,592	
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,		12,773,325	
EXPENDITURES FOR WORKING THE ROAD.			
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,		$76,746 77	
99. For repairs of wooden bridges,		7,472 02	
100. For wages of switchmen, average per month,	$40 60	Total, 20,320 08	
101. For wages of gate-keepers, average per month,	38 56		
102. For wages of signal-men, average per month,	29 73		
103. For wages of watchmen, average per month,	50 90		
104. Number of men employed, exclusive of those engaged in construction,		525	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)		–	–
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,		707 94	
107. Total for maintenance of way,			$105,246 81
MOTIVE POWER AND CARS.			
108. For repairs of locomotives, [including one built at shop,]		$50,112 00	
109. For new locomotives, to cover depreciation,		34,444 43	
110. For repairs of passenger cars, [including five passenger and two baggage, built at shop,]		50,699 44	
111. For new passenger cars, to cover depreciation,		–	–
112. For repairs of merchandise cars,		6,638 78	
113. For new merchandise cars, to cover depreciation,		–	–

114. For repairs of gravel and other cars, . . .	$2,389 91		
115. Total for maintenance of motive power and cars,		$144,284 56	
116. Number of engines, ...	29		
117. Number of passenger cars, ...	52		
118. Number of baggage cars, ...	15		
119. Number of merchandise cars, ...	454		
120. Number of gravel cars, ...	61		
MISCELLANEOUS.			
121. For fuel used by engines during the year, viz.:—			
1. Wood, No. of cords, 1,371. Cost of the same, ...	$8,228 41		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 9,695. Cost of the same, .	116,334 01		
122. For oil used by cars and engines, . . .	15,957 06		
123. For waste and other material for cleaning, .	5,057 30		
124. For salaries, wages and incidental expenses, chargeable to passenger department, . .	83,986 12		
125. For salaries, wages and incidental expenses, chargeable to freight department, . . .	83,181 48		
126. For gratuities and damages, ...	3,710 72		
127. For taxes and insurance, ...	19,601 24		
128. For ferries, ...	–	–	
129. For repairs of station buildings, aqueducts, fixtures, furniture, ...	11,001 01		
130. For renewals of iron, including laying down, .	20,078 15		
131. For new iron laid down, deducting the value of old iron taken up, ...	–	–	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, ...	–	–	
133. For amount paid other companies, as rent for use of their roads, specifying each company, . .	–	–	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, ...	26,169 07		
[For U. S. mails,]	1,635 60		
135. Total miscellaneous, ...		$394,940 17	
136. Total expenditures for working the road, . .		$644,471 54	
137. Total amount of interest paid during the year,			
[on bonded debt and bills payable,] . .		67,920 09	
[Government tax,]		42,901 42	
[Boston and Worcester Railroad Company,] .		1,200 00	
[State tax,]		41,177 76	
INCOME DURING THE YEAR.			
138. *For Passengers:* —			
1. On main road, including branches owned by company, ...	$699,087 95		
2. To and from other roads, specifying what, [Cape Cod and Fairhaven, South Shore, New Bedford and Taunton, and Providence, Warren and Bristol, Dorchester and Milton,] . .	113,240 10	$812,328 05	
139. *For Freight:* —			
1. On main road and branches owned by Co., .	324,901 98		
2. To and from other connecting roads, . .			
[Roads as above in No. 138,]	37,877 58	362,779 56	
140. U. S. mails, ...	10,750 00		
141. Rents, ...	23,200 40		

142. Total income,		$1,209,058 01
143. Net earnings, after deducting expenses,		$411,387 20
DIVIDENDS.		
144. 8 per cent. Total,	$303,966 32	
145. Surplus not divided,	107,420 88	
146. Surplus last year,	163,049 92	
147. Total surplus,		$270,470 80
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—		
148. Of roads and bridges,	Nothing.	
149. Buildings,		
150. Engines and cars,		
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	Nothing.	
152. Mortgage debt paid since last report,		
153. Increase of mortgage debt since last report,		
154. Present amount of mortgage debts,		
155. Number of mortgages on road and franchise, or any property of the Corporation,		

ACCIDENTS.

December 24, 1864.—John Curtis, of Randolph, was killed on track near Randolph Depot. He was in liquor.

January 21, 1865.—John Hefferman received injuries by jumping from a train in motion, near Quincy. He died at the hospital, February 6, 1865.

March 16, 1865.—D. Moyhan was injured while at work in the Boston freight-house, and died at the hospital.

June 5, 1865.—R. A. Bliss stepped in front of an approaching train at North Bridgwater, and was killed.

June 13, 1865.—A woman, named Hoxie, was killed by an engine near Newport Station.

July 6, 1865.—A child, named Patrick Allen, playing on the track in South Boston, ran under a freight car and was killed.

August 24, 1865.—Benjamin Taylor, while walking on the track near South Quincy, was run over and instantly killed.

September 7, 1865.—A brakeman, named McLaffee, was run over at Bristol Ferry and died the next day.

October 13, 1865.—J. H. Ashley, fireman on the express freight train, while on top of a car was knocked down by a bridge in Quincy and died from his injuries.

November 9, 1865.—Bela Beal, while upon the track in Dorchester, was struck by an engine and died the next day.

November 11, 1865.—John Lee, while sitting upon the track in Lakeville, was run over and killed.

November 22, 1865.—James Mullen, while walking on the track in South Boston was run over and died in consequence of injuries received.

ALEXANDER HOLMES,
URIEL CROCKER,
OLIVER AMES,
MINOT TIRRELL,
BENJ'M FINCH,
FRANCIS B. HAYES,
GEO. A. KETTELL,
Directors of the Old Colony and Newport Railway Company.

SUFFOLK, ss. December 27, 1865. Then personally appeared Alexander Holmes, Uriel Crocker, Oliver Ames and Minot Tirrell, and severally made oath to the truth of the foregoing statement by them subscribed.

Before JOSEPH S. BEAL, *Justice of the Peace.*

SUFFOLK, ss. December 27, 1865. Then personally appeared Benjamin Finch and made oath to the truth of the foregoing statement by him subscribed.

Before me, WM. S. DANFORTH,
Justice of the Peace and Quorum throughout the Commonwealth.

SUFFOLK, ss. December 30, 1865. Then personally appeared Francis B. Hayes and Geo. A. Kettell, and severally made oath to the truth of the within statement by them subscribed.

Before me, CHARLES F. CHOATE, *Justice of the Peace.*

REPORT

OF THE

PITTSFIELD & NORTH ADAMS RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$500,000 00
2. Number of shares of capital stock issued,	4,500	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	None.	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		$450,000 00
7. Funded debt, per last report,	None.	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,	None.	
11. Floating debt, per last report,	None.	
12. Floating debt paid since last report,	None.	
13. Floating debt, increase of, since last report,	None.	
14. Total present amount of floating debt,	None.	
15. Total present amount of funded and floating debt,	None.	
16. Average rate of interest per annum, paid during the year,	None.	
17. Maximum amount of debts during the year,	None.	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	$108,827 47	
19. For graduation and masonry paid during the past year,	None.	
20. Total am'nt expended for graduation and masonry,		$108,827 47
21. For wooden bridges, per last report,	7,244 00	
22. For wooden bridges paid during the past year,	None.	
23. Total amount expended for wooden bridges,		7,244 00
24. Total amount expended for iron bridges, (if any,)		1,303 62
25. For superstructure, including iron, per last report,	201,395 31	
26. For superstructure, including iron, paid during the past year,	None.	
27. Total amount expended for superstructure, including iron,		201,395 31
28. For stations, buildings and fixtures, per last report,	29,311 33	
29. For stations, buildings and fixtures paid during the past year,	None.	
30. Total amount expended for stations, buildings and fixtures,		29,311 33
31. For land, land-damages and fences, per last report,	63,742 95	
32. For land, land-damages and fences paid during the past year,	None.	

33. Total amount expended for land, land-damages, and fences,		$63,742 95
34. For locomotives, per last report,	$7,000 00	
35. For locomotives paid during the past year,	None.	
36. Total amount expended for locomotives,		7,000 00
37. For passenger and baggage cars, per last report,	4,247 43	
38. For passenger and baggage cars paid during the past year,	None.	
39. Total amount expended for passenger and baggage cars,		4,247 43
40. For merchandise cars, per last report,	None.	
41. For merchandise cars paid during the past year,	None.	
42. Total amount expended for merchandise cars,	None.	
43. For engineering, per last report,	20,605 56	
44. For engineering paid during the past year,	None.	
45. Total amount expended for engineering,		20,605 56
46. For agencies and other expenses, per last report,	None.	
47. For agencies and other expenses, paid during the past year,	None.	
48. Total amount expended for agencies and other expenses,	None.	
49. Total cost of road and equipment,		$443,677 67
50. Amount of assets or property held by the corporation in addition to the cost of the road,	–	–

Characteristics of Road.

51. Length of road,	18 65-100 miles.
52. Length of single main track,	18 65-100 miles.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	70-100 mile.
56. Weight of rail, per yard, in main road,	56 lbs. per yard.
57. Weight of rail, per yard, in branch roads (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	66 feet, 222 feet long.
59. Maximum grade, with its length, in branch roads,	None.
60. Total rise and fall in main road,	365 feet.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature, with length of curve, in main road,	477½ feet, 722 feet long.
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degrees of curvature in main road,	710°
65. Total degrees of curvature in branch roads,	None.
66. Total length of straight line in main road,	13 39-100 miles.
67. Total length of straight line in branches,	None.
68. Aggregate length of wooden truss bridges,	364 feet.
69. Aggregate length of all other wooden bridges,	None.
70. Aggregate length of iron bridges,	30 feet.
71. Whole length of road unfenced on both sides,	None.
72. Number of public ways crossed at grade,	17
73. Number of railroads crossed at grade,	None.
74. Remarks,	None.
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	2
77. Flag stations,	4
78. Whole number of way stations,	2
79. Whole number of flag stations,	4

Doings during the Year.			
80. Miles run by passenger trains,			
81. Miles run by freight trains,	40,640		
82. Miles run by other trains,			
83. Total miles run,			40,640
84. Number of passengers carried in the cars,	86,058		
85. Number of passenger carried one mile,	1,118,039		
86. Number of tons of merchandise carried in the cars,	67,436		
87. Number of tons of merchandise carried one mile,	1,080,550		
88. Number of passengers carried one mile, to and from other roads,	216,231		
89. Number of tons carried one mile, to and from other roads,	974,035		
90. Rate of speed adopted for express passenger trains, including stops,	None.		
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,			
92. Rate of speed adopted for accommodation trains,	20 miles per hour.		
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	20 miles per hour.		
94. Average rate of speed actually attained by special trains, including stops and detentions,	20 miles per hour.		
95. Average rate of speed adopted for freight trains, including stops,	20 miles per hour.		
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	592,000 tons.		
97. Estimated weight in tons of merchandise cars (not including freight,) hauled one mile,	1,512,000 tons.		
Expenditures for Working the Road.			
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	$11,454 30		
99. For repairs of wooden bridges,	485 50		
100. For wages of switchmen, average per month,	$45 00		
101. For wages of gate-keepers, average per month,	45 00		
102. For wages of signal-men, average per month,	45 00		
103. For wages of watchmen, average per month,	45 00		
104. Number of men employed, exclusive of those engaged in construction,	30		
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	505 00		
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	1,058 87		
107. Total for maintenance of way,			$13,503 67
Motive Power and Cars.			
108. For repairs of locomotives,	$8,940 80		
109. For new locomotives, to cover depreciation,	None.		
110. For repairs of passenger cars,	1,288 86		
111. For new passenger cars, to cover depreciation,	None.		
112. For repairs of merchandise cars,	4,322 20		
113. For new merchandise cars, to cover depreciation,	None.		
114. For repairs of gravel and other cars,	None.		
115. Total for maintenance of motive power and cars,			$14,551 86
116. Number of engines,	1		
117. Number of passenger cars,	2		
118. Number of baggage cars,	1		

119. Number of merchandise cars,	Western Road supply.	
120. Number of gravel cars,	None.	
Miscellaneous.		
121. For fuel used by engines during the year, viz.:—		
1. Wood, number of cords, 1,869. Cost of the same,	$10,746 75	
[Wood used at stations,]	575 00	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of same,	None.	
122. For oil used by cars and engines,	1,092 78	
123. For waste and other material for cleaning,	353 00	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	3,372 08	
125. For salaries, wages and incidental expenses, chargeable to freight department,	9,744 18	
126. For gratuities and damages,	310 00	
127. For taxes and insurance, [including government tax, but exclusive of State,]	2,727 59	
128. For ferries,	None.	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	5,826 70	
130. For renewals of iron, including laying down,	8,607 00	
131. For new iron laid down, deducting the value of old iron taken up,	8,000 00	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	None.	
133. For amount paid other companies, as rent for use of their roads, specifying each company,	None.	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	Services performed by officers of Western Road.	
135. Total miscellaneous,		$43,355 08
136. Total expenditures for working the road,		$71,410 61
137. Total amount of interest paid during the year,	None.	
Income During the Year.		
138. *For Passengers:*—		
1. On main road, including branches owned by company,	$39,860 08	
2. To and from other roads, specifying what,	–	–
139. *For Freight:*—		
1. On main road and branches owned by company,	50,996 17	
2. To and from other connecting roads,	–	–
140. U. S. mails,	1,575 00	
141. Rents, [and other sources,]	1,500 00	
142. Total income,		$102,931 25
143. Net earnings, after deducting expenses,		$31,520 64
Dividends.		
[State tax, 1864 and 1865,]	$12,247 75	
144. 3 per cent. Total, [July dividend,]	13,500 00	$25,847 75
145. Surplus not divided,	5,672 89	
146. Surplus last year,	–	–
147. Total surplus,	–	–

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—	
148. Of roads and bridges, ...	None.
149. Buildings, ...	None.
150. Engines and cars, ...	None.
MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report, ...	None.
152. Mortgage debt paid since last report, . . .	None.
153. Increase of mortgage debt since last report, .	None.
154. Present amount of mortgage debts, . . .	None.
155. Number of mortgages on road and franchise, or any property of the corporation, . . .	None.

ACCIDENT.

May 2.—Lawrence Welch, of Pittsfield, lying upon the track, was run over by the train and killed.

C. W. CHAPIN,
JOS. STICKNEY,
ROB'T CAMPBELL,
Directors of the Pittsfield and North Adams Railroad Corporation.

SUFFOLK, ss. January 2, 1866. Then personally appeared C. W. Chapin, Josiah Stickney and Robert Campbell, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me, CHAS. E. STEVENS, *Justice of the Peace.*

REPORT

OF THE

PROVIDENCE & WORCESTER RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$1,700,000 00
2. Number of shares of capital stock issued,	17,000	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	$1,700,000 00	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		1,700,000 00
7. Funded debt, per last report,	None.	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,	None.	
11. Floating debt, per last report,	None.	
12. Floating debt paid since last report,	None.	
13. Floating debt, increase of, since last report,	None.	
14. Total present amount of floating debt,	None.	
15. Total present amount of funded and floating debt,	None.	
16. Average rate of interest per annum paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	None.	
Cost of Road and Equipment.		
[Construction, per last report,	$1,409,307 35]	
[Received during the past year for land,	8,251 40]	
[Total present amount of construction,	$1,401,055 95]	
18. For graduation and masonry, per last report,		
19. For graduation and masonry paid during the past year,		
20. Total amount expended for graduation and masonry,		
21. For wooden bridges, per last report,		
22. For wooden bridges paid during the past year,		
23. Total amount expended for wooden bridges,		
24. Total amount expended for iron bridges, (if any,)		
25. For superstructure, including iron, per last report,		
26. For superstructure, including iron, paid during the past year,		
27. Total amount expended for superstructure, including iron,		
28. For stations, buildings and fixtures, per last report,		
29. For stations, buildings and fixtures paid during the past year,		

These items embraced in construction account; no separate accounts kept.

30.	Total amount expended for stations, buildings and fixtures,	These items embraced in construction account; no separate accounts kept.
31.	For land, land-damages and fences, per last report,	
32.	For land, land-damages and fences paid during the past year,	
33.	Total amount expended for land, land-damages and fences,	
34.	For locomotives, per last report,	$84,500 00
35.	For locomotives paid during the past year, [Deduct transfer from Income, (year 1865,) for depreciation, $4,129.33.]	Nothing.
36.	Total amount expended for locomotives,	$80,370 67
37.	For passenger and baggage cars, per last report,	23,400 00
38.	For passenger and baggage cars paid during the past year,	Nothing.
39.	Total amount expended for passenger and baggage cars,	23,400 00
40.	For merchandise cars, per last report,	105,282 63
41.	For merchandise cars paid during the past year,	Nothing.
42.	Total amount expended for merchandise cars,	105,282 63
43.	For engineering, per last report,	Embraced in construction account.
44.	For engineering paid during the past year,	
45.	Total amount expended for engineering,	
46.	For agencies and other expenses, per last report,	None.
47.	For agencies and other expenses paid during the past year,	None.
48.	Total amount expended for agencies and other expenses,	None.
49.	Total cost of road and equipment,	1,610,109 25
50.	Amount of assets or property held by the corporation, in addition to the cost of the road,	89,890 75

Characteristics of Road.

51.	Length of road,	43 41-100 miles.
52.	Length of single main track,	37 miles.
53.	Length of double main track,	6 41-100 miles.
54.	Length of branches owned by the Company, stating whether they have a single or double track,	1 mile, single track.
55.	Aggregate length of sidings, and other tracks, excepting main track and branches,	8½ miles.
56.	Weight of rail, per yard, in main road,	56 to 63 lbs.
57.	Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	60 lbs.
58.	Maximum grade, with its length, in main road,	27 ft. per mile for 4,300 ft.
59.	Maximum grade, with its length, in branch roads,	Not known.
60.	Total rise and fall in main road,	Rise, 526 feet; fall, 56 feet.
61.	Total rise and fall in branch roads,	Not known.
62.	Shortest radius of curvature, with length of curve, in main road,	716 feet for 875 feet.
63.	Shortest radius of curvature, with length of curve, in branch roads,	No curve.
64.	Total degrees of curvature in main road,	2,546° 30′
65.	Total degrees of curvature in branch roads,	No curve.
66.	Total length of straight line in main road,	28¾ miles.
67.	Total length of straight line in branches,	1 mile.
68.	Aggregate length of wooden truss bridges,	3,855 feet.
69.	Aggregate length of all other wooden bridges,	1,300 feet.
70.	Aggregate length of iron bridges,	None.
71.	Whole length of road unfenced on both sides,	None.
72.	Number of public ways crossed at grade,	43
73.	Number of railroads crossed at grade,	1
74.	Remarks,	–

75.	Way stations for express trains,	None run.
76.	Way stations for accommodation trains,	18
77.	Flag stations,	3
78.	Whole number of way stations,	18
79.	Whole number of flag stations,	3
	Doings during the Year.	
80.	Miles run by passenger trains,	124,420
81.	Miles run by freight trains,	91,004
82.	Miles run by other trains,	23,088
83.	Total miles run,	238,512
84.	Number of passengers carried in the cars,	990,886
85.	Number of passengers carried one mile,	8,755,384
86.	Number of tons of merchandise carried in the cars,	201,223
87.	Number of tons of merchandise carried one mile,	6,515,990
88.	Number of passengers carried one mile to and from other roads,	497,716
89.	Number of tons carried one mile to and from other roads,	2,205,406
90.	Rate of speed adopted for express passenger trains, including stops,	None run.
91.	Average rate of speed actually attained by express passenger trains, including stops and detentions,	None run.
92.	Rate of speed adopted for accommodation trains,	20 miles per hour.
93.	Rate of speed actually attained by accommodation trains, including stops and detentions,	20 miles per hour.
94.	Average rate of speed actually attained by special trains, including stops and detentions,	25 miles per hour.
95.	Average rate of speed adopted for freight trains, including stops,	12 miles per hour.
96.	Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile,	3,566,600
97.	Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile,	8,773,000
	Expenditures for Working the Road.	
98.	For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	$58,146 29
99.	For repairs of wooden bridges,	5,455 40
100.	For wages of switchmen, average per month, $	Total, The duties of these men are mixed up with other duties as station laborers.
101.	For wages of gate-keepers, average per month,	
102.	For wages of signal-men, average per month,	
103.	For wages of watchmen, average per month,	
104.	Number of men employed, exclusive of those engaged in construction,	264
105.	For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used,)	None.
106.	For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	2,623 81
107.	Total for maintenance of way,	$66,225 50
	Motive Power and Cars.	
108.	For repairs of locomotives,	$21,115 56
109.	For new locomotives, to cover depreciation,	None.
110.	For repairs of passenger cars,	7,595 06
111.	For new passenger cars, to cover depreciation,	None.
112.	For repairs of merchandise cars,	16,906 94

113. For new merchandise cars, to cover depreciation,	$30,824 98	
114. For repairs of gravel and other cars,	Included in merch'd'se cars.	
115. Total for maintenance of motive power and cars,		$76,442 54
116. Number of engines,	14	
117. Number of passenger cars,	14	
118. Number of baggage cars,	4	
119. Number of merchandise cars,	193	
120. Number of gravel cars,	255	
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz.:—		
1. Wood, number of cords, 734. Cost of the same, [$4,404.00,]		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 3,822. Cost of same, [$47,778.37,]	$52,182 37	
122. For oil used by cars and engines,	6,299 24	
123. For waste and other material for cleaning,	2,421 20	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	29,317 31	
125. For salaries, wages and incidental expenses, chargeable to freight department,	53,337 21	
126. For gratuities and damages,	1,676 35	
127. For taxes and insurance,	49,818 40	
128. For ferries,	None.	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	10,813 60	
130. For renewals of iron, including laying down,	None.	
131. For new iron laid down, deducting the value of old iron taken up,	19,365 30	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	None.	
133. For amount paid other companies, as rent for use of their roads, specifying each company,	None.	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	34,348 84	
135. Total miscellaneous,		$259,579 82
136. Total expenditures for working the road,		402,247 86
137. Total amount of interest paid during the year,		1,618 26
INCOME DURING THE YEAR.		
138. *For Passengers:*—		
1. On main road, including branches owned by company,	$230,602 19	
2. To and from other roads, specifying what,		
139. *For Freight:*—.		
1. On main road and branches owned by Co.,	$299,723 81	
2. To and from other connecting roads,		
140. U. S. mails,	5,227 75	
141. Rents, [$3,614.70; express, $4,827.00;]	8,441 70	
142. Total income,		$543,995 45
143. Net earnings, after deducting expenses,	140,129 33	
DIVIDENDS.		
144. 8 per cent. Total,		$136,000 00
145. Surplus not divided,	None.	
146. Surplus last year,	None.	
147. Total surplus,	None.	

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—	
148. Of roads and bridges, ...	None.
149. Buildings, ...	
150. Engines and cars, ...	
MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report, ...	None.
152. Mortgage debt paid since last report, . . .	None.
153. Increase of mortgage debt since last report, .	None.
154. Present amount of mortgage debts, . . .	None.
155. Number of mortgages on road and franchise, or any property of the corporation, ...	None.

RECORD OF ACCIDENTS.

December 28, 1864.—Abraham Munroe, an engineer, to avoid collision with a freight train, jumped from his engine, and was slightly injured.

January 30, 1865.—Daniel Foley, John Mahoney, and his son Dennis, were struck by an engine of a passenger train, on the highway crossing at Quinsigamond. The horse balked on the track, and they, remaining in the sleigh, were killed.

July 29.—Samuel Young, a brakeman on freight train, was killed by coming in collision with a bridge near Millville.

November 8.—Michael Bowe was thrown from a freight car at Woonsocket and killed.

EARL P. MASON,
JNO. CARTER BROWN,
PAUL WHITIN,
HENRY GOULDING,
ISAAC H. SOUTHWICK,
EDWARD PEARCE,
P. W. LIPPITT,
WM. S. SLATER,
G. L. SPENCER,
HENRY CHAPIN,
JAMES Y. SMITH,

Directors of the Providence and Worcester Railroad Corporation.

PROVIDENCE, ss. December 22, 1865. Then personally appeared Earl P. Mason, James Y. Smith, Paul Whitin, Henry Goulding, Isaac H. Southwick, Edward Pearce, Henry Chapin, William S. Slater, John Carter Brown, Peleg W. Lippitt and Gideon L. Spencer, and severally made oath to the truth of the foregoing statement by them subscribed.

Before, ROB'T A. PEARSON, *Justice of the Peace.*

PROVIDENCE, December 23, 1865. The undersigned, Commissioners of the Providence and Worcester Railroad Company, having examined this report, believe it to be correct, and hereby approve the same.

AUSTIN L. ROGERS, *Commissioner for Massachusetts.*
JOHN R. BARTLETT, *Commissioner for Rhode Island.*

Report of the Commissioners of the Providence and Worcester Railroad Company to the Legislatures of Massachusetts and Rhode Island.

At a meeting of the Commissioners of the Providence and Worcester Railroad Company, at the Company's office, in Providence, on the 23d day of December, 1865, for the purpose of investigating the accounts and expenditures of said Company, and for deciding what sums are applicable to that part of the road lying in the State of Rhode Island, and also what part is chargeable to that portion of the road lying in Massachusetts, and having examined the accounts of said Company, we find that the

Net expenditures for construction and equipment to the 30th day of November, 1864, were		$1,602,489 98
From which should be deducted for sale land sold,	$8,251 40	
" " " transfer from income, (year 1865) for depreciation,	4,129 33	
		12,380 73
Net cost of road and equipment to November 30, 1865,		$1,610,109 25
Apportioned as follows, viz.:—		
To Massachusetts,	$803,867 58	
To Rhode Island,	806,241 67	
The whole amount of receipts from November 30, 1864, to November 30, 1865, is as follows, viz.:—		
Transportation of passengers,	$230,602 19	
Transportation of freight,	299,723 81	
Transportation of mails,	5,227 75	
Rents,	3,614 70	
Express,	4,827 00	$543,995 45
Expenses for maintaining and operating the road during the twelve months ending November 30, 1865:—		
Fuel,	$52,182 37	
Oil,	6,299 24	
Maintenance of way,	66,225 50	
Repairs of cars,	24,502 00	
New merchandise cars,	30,824 98	
Repairs of locomotives,	21,115 56	
Passenger expenses,	29,317 31	
Freight expenses,	53,337 21	
Miscellaneous expenses, (including new iron,)	120,061 95	403,866 12
Net earnings,		$140,129 33
Which sum we apportion as follows, viz.:—		
To Massachusetts,		$70,164 67
To Rhode Island,		70,164 66

Said Commissioners also find, on examining the books of said Company, that separate accounts of the expenditures in Rhode Island and Massachusetts have been kept, agreeably to the Acts of said States creating the present Providence and Worcester Railroad Company.

AUSTIN L. ROGERS, *Commissioner for Massachusetts.*
JOHN R. BARTLETT, *Commissioner for Rhode Island.*

REPORT

OF THE

ROCKPORT RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$88,400 00
2. Number of shares of capital stock issued,	884	
3. Increase of capital since last report,	$100 00	
4. Capital paid in, per last report,	88,300 00	
5. Capital paid in since last report,	100 00	
6. Total amount of capital stock paid in,		88,400 00
7. Funded debt, per last report,	None.	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,	None.	
11. Floating debt, per last report,	2,118 00	
12. Floating debt paid since last report,	2,118 00	
13. Floating debt, increase of, since last report,	None.	
14. Total present amount of floating debt,	None.	
15. Total present amount of funded and floating debt,	None.	
16. Average rate of interest per annum, paid during the year,	–	–
17. Maximum amount of debts during the year,	–	–
Cost of Road and Equipment.		
18. For graduation and masonry, per last report,		
19. For graduation and masonry paid during the past year,		
20. Total am't expended for graduation and masonry,		
21. For wooden bridges, per last report,		
22. For wooden bridges paid during the past year,		
23. Total amount expended for wooden bridges,	Road built by contract for $63,000.	
24. Total amount expended for iron bridges (if any,)		
25. For superstructure, including iron, per last report,		
26. For superstructure, including iron, paid during the past year,		
27. Total amount expended for superstructure, including iron,		
28. For stations, buildings and fixtures, per last report,	$6,732 91	
29. For stations, buildings and fixtures paid during the past year,	None.	
30. Total amount expended for stations, buildings and fixtures,		$6,732 91
31. For land, land-damages and fences, per last report,	12,207 56	
32. For land, land-damages and fences paid during the past year,	None.	

33. Total amount expended for land, land-damages, and fences,		$122,207 56
34. For locomotives, per last report,	Rolling stock owned by Eastern Railroad.	
35. For locomotives paid during the past year,		
36. Total amount expended for locomotives,		
37. For passenger and baggage cars, per last report,		
38. For passenger and baggage cars paid during the past year,		
39. Total amount expended for passenger and baggage cars,		
40. For merchandise cars, per last report,		
41. For merchandise cars paid during the past year,		
42. Total amount expended for merchandise cars,		
43. For engineering, per last report,	$5,721 61	
44. For engineering paid during the past year,	None.	
45. Total amount expended for engineering,		5,721 61
46. For agencies and other expenses, per last report,	None.	
47. For agencies and other expenses paid during the past year,	None.	
48. Total amount expended for agencies and other expenses,	None.	
49. Total cost of road and equipment,		$91,007 28
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	645 00	

CHARACTERISTICS OF ROAD.

51. Length of road,	3 miles, 6-10.
52. Length of single main track,	19,700 feet.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	1,690 feet.
56. Weight of rail, per yard, in main road,	50 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	– –
58. Maximum grade, with its length, in main road,	50 feet to mile.
59. Maximum grade, with its length, in branch roads,	– –
60. Total rise and fall in main road,	122 feet.
61. Total rise and fall in branch roads,	– –
62. Shortest radius of curvature, with length of curve, in main road,	1,353 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degrees of curvature in main road,	29°
65. Total degrees of curvature in branch roads,	None.
66. Total length of straight line in main road,	12,485
67. Total length of straight line in branches,	None.
68. Aggregate length of wooden truss bridges,	None.
69. Aggregate length of all other wooden bridges, [stone,]	28 feet.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	None.
72. Number of public ways crossed at grade,	None.
73. Number of railroads crossed at grade,	None.
74. Remarks,	None.
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	None.
77. Flag stations,	None.
78. Whole number of way stations,	None.
79. Whole number of flag stations,	None.

	DOINGS DURING THE YEAR.		
80.	Miles run by passenger trains,	8,238	
81.	Miles run by freight trains,	2,260	
82.	Miles run by other trains,	90	
83.	Total miles run,		10,588
84.	Number of passengers carried in the cars,	86,844	
85.	Number of passengers carried one mile,	–	–
86.	Number of tons of merchandise carried in the cars,	4,865	
87	Number of tons of merchandise carried one mile,	–	–
88.	Number of passengers carried one mile, to and from other roads,	–	–
89.	Number of tons carried one mile, to and from other roads,	–	–
90.	Rate of speed adopted for express passenger trains, including stops,	By contract, Eastern R. R.	
91.	Average rate of speed actually attained by express passenger trains, including stops and detentions,		
92.	Rate of speed adopted for accommodation trains,		
93.	Rate of speed actually attained by accommodation trains, including stops and detentions,		
94.	Average rate of speed actually attained by special trains, including stops and detentions,		
95.	Average rate of speed adopted for freight trains, including stops,		
96.	Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile,		
97.	Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile,		
	EXPENDITURES FOR WORKING THE ROAD.		
98.	For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	$1,050 00	
99.	For repairs of wooden bridges,	None.	
100.	For wages of switchmen, average per month, $45 00	Total, 540 00	
101.	For wages of gate-keepers, average per month, [None.]		
102.	For wages of signal-men, average per month, "		
103.	For wages of watchmen, average per month, "		
104.	Number of men employed, exclusive of those engaged in construction,	4	
105.	For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	None.	
106.	For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	–	–
107.	Total for maintenance of way,		$1,590 00
	MOTIVE POWER AND CARS.		
108.	For repairs of locomotives,	Eastern Railroad run the cars by contract.	
109.	For new locomotives, to cover depreciation,		
110.	For repairs of passenger cars,		
111.	For new passenger cars, to cover depreciation,		
112.	For repairs of merchandise cars,		
113.	For new merchandise cars, to cover depreciation,		
114.	For repairs of gravel and other cars,		
115.	Total for maintenance of motive power and cars,		
116.	Number of engines,		
117.	Number of passenger cars,		

118. Number of baggage cars,	} Eastern Railroad run the cars by contract.		
119. Number of merchandise cars,			
120. Number of gravel cars,			
Miscellaneous.			
121. For fuel used by engines during the year, viz. :—			
1. Wood, No. of cords, . Cost of the same,	} Eastern Railroad.		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . Cost of same,			
122. For oil used by cars and engines,	–	–	
123. For waste and other material for cleaning,	–	–	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	$540 00		
125. For salaries, wages and incidental expenses, chargeable to freight department,	250 00		
126. For gratuities and damages,	73 00		
127. For taxes and insurance,	1,923 60		
128. For ferries,	–	–	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	–	–	
130. For renewals of iron, including laying down,	–	–	
131. For new iron laid down, deducting the value of old iron taken up,	–	–	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	–	–	
133. For amount paid other companies, as rent for use of their roads, specifying each company,	–	–	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	200 00		
135. Total miscellaneous,			$2,986 60
136. Total expenditures for working the road,	Eastern Railroad.		
137. Total amount of interest paid during the year,	None.		
Income during the Year.			
138. *For Passengers :*—			
1. On main road, including branches owned by company,	$11,429 53		
2. To and from other roads, specifying what,	None. Gloucester.		
139. *For Freight :*—			
1. On main road and branches owned by company,	2,709 62		
2. To and from other connecting roads,	None.		
140. United States mails,	150 00		
141. Rents,	–	–	
142. Total income,			$14,289 15
143. Net earnings, after deducting expenses,			$8,554 92
Dividends.			
144. 8 per cent. Total,			$7,072 00
145. Surplus not divided,	$1,482 92		
146. Surplus last year,	1,415 80		
147. Total surplus,			$2,898 72
[Paid to floating debt,]			2,118 00
			$780 72

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—		
148. Of roads and bridges, ...	–	–
149. Buildings, ...	–	–
150. Engines and cars, ...	–	–
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, ...	–	–
152. Mortgage debt paid since last report, . . .	–	–
153. Increase of mortgage debts since last report, .	–	–
154. Present amount of mortgage debts, . . .	–	–
155. Number of mortgages on road and franchise, or any property of the Corporation, . . .	–	–

NEWELL GILES,
HENRY DENNIS,
ADDISON GOTT,
JOHN PRESTON,
Directors of the Rockport Railroad Corporation.

ESSEX, ss. January 2, 1866. Then personally appeared the aforenamed Directors of the Rockport Railroad Corporation, and severally made oath to the truth of the foregoing statement by them subscribed.

Before ZENO A. APPLETON, *Justice of the Peace.*

REPORT

OF THE

SALEM AND LOWELL RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$400,000 00
2. Number of shares of capital stock issued,	2,433	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	$243,305 00	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		243,305 00
7. Funded debt, per last report,	226,900 00	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,		226,900 00
11. Floating debt, per last report,	727 04	
12. Floating debt paid since last report,	205 40	
13. Floating debt, increase of, since last report,	None.	
14. Total present amount of floating debt, [unpaid dividends,]		521 64
15. Total present amount of funded and floating debt,		$227,421 64
16. Average rate of interest per annum paid during the year,	6 per cent. on bonds.	
17. Maximum amount of debts during the year,	227,421 64	
		$470,726 64
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	$94,831 77	
19. For graduation and masonry paid during the past year,	Nothing.	
20. Total am't expended for graduation and masonry,		$94,831 77
21. For wooden bridges, per last report,	3,109 15	
22. For wooden bridges, paid during the past year,	Nothing.	
23. Total amount expended for wooden bridges,		3,109 15
24. Total amount expended for iron bridges (if any,)	Nothing.	
25. For superstructure, including iron, per last report,	123,801 18	
26. For superstructure, including iron, paid during the past year,	Nothing.	
27. Total amount expended for superstructure, including iron,		123,801 18
28. For stations, buildings and fixtures, per last report,	8,399 13	
29. For stations, buildings and fixtures paid during the past year,	Nothing.	
30. Total amount expended for stations, buildings and fixtures,		8,399 13
31. For land, land-damages and fences, per last report,	48,007 25	
32. For land, land-damages and fences paid during the past year,	Nothing.	

33. Total amount expended for land, land-damages and fences,		$48,007 25
34. For locomotives, per last report,	$21,948 55	
35. For locomotives paid during the past year,	Nothing.	
36. Total amount expended for locomotives,		21,948 55
37. For passenger and baggage cars, per last report,	7,420 62	
38. For passenger and baggage cars paid during the past year,	Nothing.	
39. Total amount expended for passenger and baggage cars,		7,420 62
40. For merchandise cars, per last report,	53,174 22	
41. For merchandise cars paid during the past year,	Nothing.	
42. Total amount expended for merchandise cars,		53,174 22
43. For engineering, per last report,	6,927 57	
44. For engineering paid during the past year,	Nothing.	
45. Total amount expended for engineering,		6,927 57
46. For agencies and other expenses, per last report,	6,026 35	
47. For agencies and other expenses paid during the past year,	Nothing.	
48. Total amount expended for agencies and other expenses,		6,026 35
[Discount on bonds and miscellaneous,]		90,337 43
49. Total cost of road and equipment,		$464,013 22
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	6,490 98	
[Profit and loss account,]	222 44	6,713 42
[Of the $6,490.98 assets, $4,955.62 are considered unavailable.]		$470,726 64

Characteristics of Road.

51. Length of road,	16.882 miles.
52. Length of single main track,	16.882 miles.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	1.734 miles.
56. Weight of rail, per yard, in main road,	58 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	28.58 miles for 3,380 feet.
59. Maximum grade, with its length, in branch roads,	None.
60. Total rise and fall in main road,	223.34 feet.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature, with length of curve, in main road,	1,200 for 1,425 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degrees of curvature in main road,	395°
65. Total degrees of curvature in branch roads,	None.
66. Total length of straight line in main road,	13.368 miles.
67. Total length of straight line in branches,	None.
68. Aggregate length of wooden truss bridges,	None.
69. Aggregate length of all other wooden bridges,	121 feet.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	All fenced or otherwise protected.
72. Number of public ways crossed at grade,	19
73. Number of railroads crossed at grade,	2

74. Remarks,	–
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	4
77. Flag stations,	6
78. Whole number of way stations,	4
79. Whole number of flag stations,	6
Doings during the Year.	
80. Miles run by passenger trains,	Operated by the Boston and Lowell Railroad Corporation under a contract. A copy is annexed to the report of 1858.
81. Miles run by freight trains,	
82. Miles run by other trains,	
83. Total miles run,	
84. Number of passengers carried in the cars,	
85. Number of passengers carried one mile,	
86. Number of tons of merchandise carried in the cars,	
87. Number of tons of merchandise carried one mile,	
88. Number of passengers carried one mile, to and from other roads,	
89. Number of tons carried one mile, to and from other roads,	
90. Rate of speed adopted for express passenger trains, including stops,	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	
92. Rate of speed adopted for accommodation trains,	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	
94. Average rate of speed actually attained by special trains, including stops and detentions,	
95. Average rate of speed adopted for freight trains, including stops,	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	
Expenditures for Working the Road.	
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	Paid by Boston and Lowell Railroad Corporation.
99. For repairs of wooden bridges,	
100. For wages of switchmen, average per month, $	
101. For wages of gate-keepers, average per month,	
102. For wages of signal-men, average per month,	
103. For wages of watchmen, average per month,	
104. Number of men employed, exclusive of those engaged in construction,	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	
107. Total for maintenance of way,	
Motive Power and Cars.	
108. For repairs of locomotives,	Run by Boston and Lowell Railroad Corporation.
109. For new locomotives, to cover depreciation,	
110. For repairs of passenger cars,	
111. For new passenger cars, to cover depreciation,	

112.	For repairs of merchandise cars,	Run by Boston and Lowell Railroad Corporation.
113.	For new merchandise cars, to cover depreciation,	
114.	For repairs of gravel and other cars,	
115.	Total for maintenance of motive power and cars,	
116.	Number of engines,	3
117.	Number of passenger cars,	3
118.	Number of baggage cars,	1
119.	Number of merchandise cars,	197
120.	Number of gravel cars,	None.
	MISCELLANEOUS.	
121.	For fuel used by engines during the year, viz.:—	Operated by Boston and Lowell Railroad Corporation.
	1. Wood, No. of cords, . Cost of the same,	
	2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . Cost of same,	
122.	For oil used by cars and engines,	
123.	For waste and other material for cleaning,	
124.	For salaries, wages and incidental expenses, chargeable to passenger department,	
125.	For salaries, wages and incidental expenses, chargeable to freight department,	
126.	For gratuities and damages,	
127.	For taxes and insurance,	$948 27
128.	For ferries,	Operated by Boston and Lowell Railroad Corporation.
129.	For repairs of station buildings, aqueducts, fixtures, furniture,	
130.	For renewals of iron, including laying down,	
131.	For new iron laid down, deducting the value of old iron taken up,	
132.	For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	
133.	For amount paid other companies, as rent for use of their roads, specifying each company,	
134.	For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	117 47
135.	Total miscellaneous,	$1,066 74
136.	Total expenditures for working the road,	$1,065 74
137.	Total amount of interest paid during the year,	13,588 00
	[Total interest and expense,]	$14,653 74
	INCOME DURING THE YEAR.	
138.	*For Passengers* :—	Operated by Boston and Lowell Railroad Corporation, under a contract, who pay $17,500 per annum.
	1. On main road, including branches owned by company,	
	2. To and from other roads, specifying what,	
139.	*For Freight* :—	
	1. On main road and branches owned by company,	
	2. To and from other connecting roads,	
140.	U. S. mails,	
141.	Rents,	
142.	Total income,	$17,500 00
143.	Net earnings, after deducting expenses,	$2,846 26
	DIVIDENDS.	
144.	1 per cent. Total,	$2,433 00

145. Surplus not divided,	$413 26	
146. Surplus last year, [deficit,]	635 70	
147. Total surplus, [deficit,]		$222 44
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—		
148. Of roads and bridges,	Road run and kept in repair by Boston and Lowell Railroad Corporation.	
149. Buildings,		
150. Engines and cars,		
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	$226,900 00	
152. Mortgage debt paid since last report,	None.	
153. Increase of mortgage debt since last report,	None.	
154. Present amount of mortgage debts,	226,900 00	
155. Number of mortgages on road and franchise, or any property of the Corporation,	1	

F. B. CROWNINSHIELD,
W. MINOT, JR.,
J. G. ABBOTT,
GEO. W. LYMAN,
Directors of the Boston and Lowell Railroad Corporation.

SUFFOLK, ss. January 3, 1866. Then personally appeared F. B. Crowninshield, Wm. Minot, Jr., J. G. Abbott and Geo. W. Lyman, the aforesaid Directors, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me, JABEZ A. SAWYER, *Justice of the Peace.*

REPORT

OF THE

SOUTH READING BRANCH RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$400,000 00
2. Number of shares of capital stock issued,	2,088	
3. Increase of capital since last report,	Nothing.	
4. Capital paid in, per last report,	$209,532 73	
5. Capital paid in since last report,	Nothing.	
6. Total amount of capital stock paid in,		209,532 73
7. Funded debt, per last report,		
8. Funded debt paid since last report,		
9. Funded debt, increase of, since last report,		
10. Total present amount of funded debt,		
11. Floating debt, per last report,		
12. Floating debt paid since last report,		
13. Floating debt, increase of, since last report,	Nothing.	
14. Total present amount of floating debt,		
15. Total present amount of funded and floating debt,		
16. Average rate of interest per annum paid during the year,		
17. Maximum amount of debts during the year,		
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry per last report,	$103,936 88	
19. For graduation and masonry, paid during the past year,	Nothing.	
20. Total expended for graduation and masonry,		$103,936 88
21. For wooden bridges, per last report,	585 73	
22. For wooden bridges paid during the past year,	Nothing.	
23. Total amount expended for wooden bridges,		585 73
24. Total amount expended for iron bridges, (if any,)	None.	
25. For superstructure, including iron, per last report,	61,539 27	
26. For superstructure, including iron paid during the past year,	Nothing.	
27. Total amount expended for superstructure, including iron,		61,539 27
28. For stations, buildings and fixtures, per last report,	9,303 03	
29. For stations, buildings and fixtures paid during the past year,	Nothing.	
30. Total amount expended for stations, buildings and fixtures,		9,303 03
31. For land, land-damages and fences, per last report,	50,507 80	
32. For land, land-damages and fences paid during the past year,	Nothing.	
33. Total amount expended for land, land-damages, and fences,		50,507 80

34. For locomotives, per last report,	Owns no equipment.	
35. For locomotives paid during the past year,		
36. Total amount expended for locomotives,		
37. For passenger and baggage cars, per last report,		
38. For passenger and baggage cars paid during the past year,		
39. Total amount expended for passenger and baggage cars,		
40. For merchandise cars, per last report,		
41. For merchandise cars paid during the past year,		
42. Total amount expended for merchandise cars,	–	–
43. For engineering, per last report,	$740,457 00	
44. For engineering paid during the past year,	Nothing.	
45. Total amount expended for engineering,		740,457 00
46. For agencies and other expenses, per last report,	66,191 08	
47. For agencies and other expenses, paid during the past year,	Nothing.	
48. Total amount expended for agencies and other expenses,		66,191 08
49. Total cost of road and equipment,		$299,468 36
50. Amount of assets or property held by the corpora-	Nothing.	

Characteristics of Road.

51. Length of road,	8.15 miles.
52. Length of single main track,	8.15 miles.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	1,150 feet, single track.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	8,833 feet.
56. Weight of rail, per yard, in main road,	60 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	60 lbs.
58. Maximum grade, with its length, in main road,	Length, 2,200 feet; 52.8 ft.
59. Maximum grade, with its length, in branch roads,	Length, 900 feet; 40 feet.
60. Total rise and fall in main road,	237.6 feet.
61. Total rise and fall in branch roads,	5 feet.
62. Shortest radius of curvature, with length of curve, in main road,	425 feet; length, 290 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	350 feet; length, 100 feet.
64. Total degrees of curvature in main road,	232° 15′
65. Total degrees of curvature in branch roads,	80° 41′
66. Total length of straight line in main road,	6.85 miles.
67. Total length of straight line in branches,	578 feet.
68. Aggregate length of wooden truss bridges,	326 feet.
69. Aggregate length of all other wooden bridges,	None.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	None.
72. Number of public ways crossed at grade,	12
73. Number of railroads crossed at grade,	None.
74. Remarks,	None.
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	2
77. Flag stations,	4
78. Whole number of way stations,	2
79. Whole number of flag stations,	4

Doings during the Year.			
80. Miles run by passenger trains,		25,040	
81. Miles run by freight trains,		None.	
82. Miles run by other trains,		None.	
83. Total miles run,			25,040
84. Number of passengers carried in the cars,		31,541	
85. Number of passengers carried one mile,		219,467	
86. Number of tons of merchandise carried in the cars,		10,767	
87. Number of tons of merchandise carried one mile,		30,658	
88. Number of passengers carried one mile, to and from other roads,		142,199	
89. Number of tons carried one mile, to and from other roads,		19,744	
90. Rate of speed adopted for express passenger trains, including stops,		None run.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,		None run.	
92. Rate of speed adopted for accommodation trains,		21 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,		20 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,		20 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops,		None run.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,		39,510	
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,		27,600	
Expenditures for Working the Road.			
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,		$1,983 84	
99. For repairs of wooden bridges,		Nothing.	
100. For wages of switchmen, average per month,	$16 00	Total, 684 00	
101. For wages of gate-keepers, average per month,	8 66		
102. For wages of signal-men, average per month,	32 50		
103. For wages of watchmen, average per month,	None.		
104. Number of men employed, exclusive of those engaged in construction,		14	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)		Nothing.	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,		Nothing.	
107. Total for maintenance of way,			$2,667 84
Motive Power and Cars.			
108. For repairs of locomotives,		$1,752 80	
109. For new locomotives, to cover depreciation,		Nothing.	
110. For repairs of passenger cars,		1,963 20	
111. For new passenger cars, to cover depreciation,		Nothing.	
112. For repairs of merchandise cars,		Nothing.	
113. For new merchandise cars, to cover depreciation,		Nothing.	
114. For repairs of gravel and other cars,		Nothing.	
115. Total for maintenance of motive power and cars.			$3,716 00
116. Number of engines,		Owns no equipment.	
117. Number of passenger cars,			

118. Number of baggage cars,	Owns no equipment.		
119. Number of merchandise cars,			
120. Number of gravel cars,			
MISCELLANEOUS.			
121. For fuel used by engines during the year, viz.:—			
1. Wood, number of cords, 266. Cost of the same,	$1,425 12		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 221. Cost of same,	2,514 65		
122. For oil used by cars and engines, [and]	390 85		
123. For waste and other material for cleaning,			
124. For salaries, wages and incidental expenses, chargeable to passenger department,	4,432 74		
125. For salaries, wages and incidental expenses, chargeable to freight department,	Nothing.		
126. For gratuities and damages,	55 50		
127. For taxes and insurance,	Nothing.		
128. For ferries,	Nothing.		
129. For repairs of station buildings, aqueducts, fixtures, furniture, [and other station expenses,]	1,400 28		
130. For renewals of iron, including laying down,	Nothing.		
131. For new iron laid down, deducting the value of old iron taken up,	Nothing.		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	Nothing.		
133. For amount paid other companies, as rent for use of their roads, specifying each company, [Essex Railway,]	3,200 00		
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	Nothing.		
135. Total miscellaneous,			$13,419 14
136. Total expenditures for working the road,			$19,802 98
137. Total amount of interest paid during the year,	Nothing.		
INCOME DURING THE YEAR.			
138. *For Passengers :*—			
1. On main road including branches owned by Company,	$9,584 08		
2. To and from other roads, specifying what,			
139. *For Freight :*—			
1. On main road, and branches owned by Co.,	–		–
2. To and from other connecting roads,	2,174 32		
140. U. S. mails,	–		–
141. Rents,	112 50		
142. Total income,	11,870 90		
[Less U. S. tax,]	294 87		
143. Net earnings, after deducting expenses,			$11,576 03
[Loss,]			$8,226 95
DIVIDENDS.			
144. per cent. Total,	None.		
145. Surplus not divided,	Nothing.		
146. Surplus last year,	Nothing.		
147. Total surplus,	Nothing.		

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—	
148. Of road and bridges, ...	Nothing.
149. Buildings, ...	
150. Engines and cars, ...	
MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report, ...	Nothing.
152. Mortgage debt, paid since last report, . . .	
153. Increase of mortgage debt, since last report, .	
154. Present amount of mortgage debts, . . .	
155. Number of mortgages on road and franchise, or any property of the corporation, . . .	None.

GEORGE M. BROWNE,
MICAJAH LUNT,
HENRY L. WILLIAMS,
FRANKLIN HAVEN,
BENJ. E. BATES,
W. L. DWIGHT,
Directors of the South Reading Branch Railroad Corporation.

SUFFOLK, ss. December, 1865. Then personally appeared George M. Browne, Micajah Lunt, Henry L. Williams, Franklin Haven, Benjamin E. Bates, and Wm. L. Dwight, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before JOHN B. PARKER, *Justice of the Peace.*

REPORT

OF THE

SOUTH SHORE RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock, [authorized by charter,]		$600,000 00
2. Number of shares of capital stock issued,	10,000	
3. Increase of capital since last report,	–	–
4. Capital paid in, per last report,	$259,685 00	
5. Capital paid in since last report,	–	–
6. Total amount of capital stock paid in,		259,685 00
7. Funded debt, per last report,	150,000 00	
8. Funded debt paid since last report,	–	–
9. Funded debt, increase of since last report,	–	–
10. Total present amount of funded debt,		150,000 00
11. Floating debt, per last report,	–	–
12. Floating debt paid since last report,	–	–
13. Floating debt, increase of since last report,	–	–
14. Total present amount of floating debt,	–	–
15. Total present amount of funded and floating debt,		150,000 00
16. Average rate of interest per annum, paid during the year,	–	–
17. Maximum amount of debts during the year,	–	–
Cost of Road and Equipment.		
18. For graduation and masonry, per last report,	$125,382 06	
19. For graduation and masonry paid during the past year,	–	–
20. Total am't expended for graduation and masonry,		$125,382 06
21. For wooden bridges, per last report,	13,448 50	
22. For wooden bridges paid during the past year,	–	–
23. Total amount expended for wooden bridges,		13,448 50
24. Total amount expended for iron bridges, (if any,)	–	–
25. For superstructure, including iron, per last report,	82,063 10	
26. For superstructure, including iron, paid during the past year,	–	–
27. Total amount expended for superstructure, including iron,		82,063 10
28. For stations, buildings and fixtures, per last report,	29,529 82	
29. For stations, buildings and fixtures paid during the past year,	–	–
30. Total amount expended for stations, buildings and fixtures,		29,529 82
31. For land, land-damages and fences, per last report,	101,977 56	
32. For land, land-damages and fences paid during the past year,	–	–

33. Total amount expended for land, land-damages and fences,		$101,977 56
34. For locomotives, per last report,	$15,600 50	
35. For locomotives paid during the past year,	–	–
36. Total amount expended for locomotives,		15,600 50
37. For passenger and baggage cars, per last report,	17,026 19	
38. For passenger and baggage cars paid during the past year,	–	–
39. Total amount expended for passenger and baggage cars,		17,026 19
40. For merchandise cars, per last report,	6,799 34	
41. For merchandise cars paid during the past year,	–	–
42. Total amount expended for merchandise cars,		6,799 34
43. For engineering, per last report,	13,402 81	
44. For engineering paid during the past year,	–	–
45. Total amount expended for engineering,		13,402 81
46. For agencies and other expenses, per last report,	96,363 08	
47. For agencies and other expenses, paid during the past year,	–	–
48. Total amount expended for agencies and other expenses,		96,363 08
49. Total cost of road and equipment,		$501,592 96
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	32,972 81	

Characteristics of Road.

51. Length of road,	11 5-10 miles.	
52. Length of single main track,	11 5-10 miles.	
53. Length of double main track,	–	–
54. Length of branches owned by the Company, stating whether they have a single or double track,	–	–
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	2,100 feet.	
56. Weight of rail, per yard, in main road,	52 lbs.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	–	–
58. Maximum grade, with its length, in main road,	34 85-100 feet for 3½ miles.	
59. Maximum grade, with its length, in branch roads,	–	–
60. Total rise and fall in main road,	259 4-10 feet.	
61. Total rise and fall in branch roads,	–	–
62. Shortest radius of curvature, with length of curve, in main road,	447½ feet for 697½ feet, at junction O. C. and Fall River Railroad.	
63. Shortest radius of curvature, with length of curve, in branch roads,		
64. Total degree of curvature in main road,	702° 42′	
65. Total degree of curvature in branch roads,	–	–
66. Total length of straight line in main road,	7 8-10 miles.	
67. Total length of straight line in branches,	–	–
68. Aggregate length of wooden truss bridges,	50 feet.	
69. Aggregate length of all other wooden bridges,	1,000 feet.	
70. Aggregate length of iron bridges,	–	–
71. Whole length of road unfenced on both sides,	1-8 mile.	
72. Number of public ways crossed at grade,	26	
73. Number of railroads crossed at grade,	–	–
74. Remarks,	–	–
75. Way stations for express trains,	–	–
76. Way stations for accommodation trains,	8	
77. Flag stations,	2	
78. Whole number of way stations,	8	
79. Whole number of flag stations,	2	

Doings during the Year.			
80. Miles run by passenger trains,		33,705	
81. Miles run by freight trains,		7,199	
82. Miles run by other trains,		590	
83. Total miles run,			41,494
84. Number of passenger carried in the cars,		220,084	
85. Number of passengers carried one mile,		3,204,000	
86. Number of tons of merchandise carried in the cars,		5,638	
87. Number of tons of merchandise carried one mile,		87,408	
88. Number of passengers carried one mile, to and from other roads,		–	–
89. Number of tons carried one mile, to and from other roads,		–	–
90. Rate of speed adopted for express passenger trains, including stops,		–	–
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,		22 miles per hour.	
92. Rate of speed adopted for accommodation trains,		–	–
93. Rate of speed actually attained by accommodation trains, including stops and detentions,		–	
94. Average rate of speed actually attained by special trains, including stops and detentions,		22 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops,		15 miles per hour.	
96. Estimated weight, in tons, of passenger cars, (not including passengers,) hauled one mile,		–	–
97. Estimated weight, in tons, of merchandise cars, (not including freight,) hauled one mile,		–	–
Expenditures for Working the Road.			
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,		$5,385 31	
99. For repairs of wooden bridges,		–	–
100. For wages of switchmen, average per month,	$	Total,	
101. For wages of gate-keepers, average per month,			
102. For wages of signal-men, average per month,		35 00	
103. For wages of watchmen, average per month,			
104. Number of men employed, exclusive of those engaged in construction,		43	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)		–	–
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,		–	–
107. Total for maintenance of way,		–	–
Motive Power and Cars.			
108. For repairs of locomotives,		$1,612 21	
109. For new locomotives, to cover depreciation,		–	–
110. For repairs of passenger cars,		1,747 46	
111. For new passenger cars, to cover depreciation,		–	–
112. For repairs of merchandise cars,		–	–
113. For new merchandise cars, to cover depreciation,		–	–
114. For repairs of gravel and other cars,		–	–
115. Total for maintenance of motive power and cars,			$3,359 67
116. Number of engines,		2	
117. Number of passenger cars,		10	

118. Number of baggage cars,	2		
119. Number of merchandise cars,	8		
120. Number of gravel cars,	7		
MISCELLANEOUS.			
121. For fuel used by engines during the year, viz.:—			
1. Wood, number of cords, . Cost of the same,		$7,794 03	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . Cost of same,			
122. For oil used by cars and engines,		684 55	
123. For waste and other material for cleaning,			
124. For salaries, wages and incidental expenses, chargeable to passenger department,		11,831 89	
125. For salaries, wages and incidental expenses, chargeable to freight department,		4,039 69	
126. For gratuities and damages,		–	–
127. For taxes and insurance,		3,066 25	
128. For ferries,		755 40	
129. For repairs of station buildings, aqueducts, fixtures, furniture,		–	–
130. For renewals of iron, including laying down,		3,000 00	
131. For new iron laid down, deducting the value of old iron taken up,		–	–
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,		–	–
133. For amount paid other companies, as rent for use of their roads, specifying each company,		–	–
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,		3,750 00	
135. Total miscellaneous,		–	–
[Total expenditures for working the South Shore Railroad,]			$43,666 39
[Amount paid Old Colony, as stated above,]			39,347 12
136. Total expenditures for working the road,			$83,013 51
137. Total amount of interest paid during the year,		9,000 00	
[Paid on sinking fund,]		2,000 00	
[Total value of sinking fund present,]			11,220 83
INCOME DURING THE YEAR.			
138. *For Passengers:*—			
1. On main road, including branches owned by company,		$5,212 86	
2. To and from other roads, specifying what,			
[Old Colony and Fall River Railroad,]		97,497 77	
139. *For Freight:*—			
1. On main road and branches owned by Co.,		–	–
2. To and from other connecting roads,		6,207 18	
[Interest,]		1,079 09	
140. U. S. mails,		752 98	
141. Rents,		78 70	
142. Total income,			$110,828 58
143. Net earnings, after deducting expenses,			$27,815 07
DIVIDENDS.			
144. per cent. Total,		–	–
145. Surplus not divided,		$16,815 07	

146. Surplus last year, ...	$16,157 74	
147. Total surplus, [invested in cars, buildings, coal,&c.]		$32,972 81
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—		
148. Of roads and bridges, ...	–	–
149. Buildings, ...	–	–
150. Engines and cars, ...	–	–
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, ...	$150,000 00	
152. Mortgage debt paid since last report, . . .	–	–
153. Increase of mortgage debt since last report, .	–	–
[Present value of sinking fund applicable to the mortgage,]	$11,210 83	
154. Present amount of mortgage debts, . . .	–	–
155. Number of mortgages on road and franchise, or any property of the Corporation, . . .	–	–

ACCIDENTS.

August 31, 1865.—In Hingham, a collision occurred with a carriage, containing nine persons. L. C. Lovell was instantly killed; Theron A. Pool lost his foot; James C. Wendall had his shoulder broken. Three other persons slightly injured.

John Pratt, while walking on track near O. C. Station, was struck by engine and instantly killed.

T. HENRY PERKINS,
JOHN W. LOUD,
WARREN W. BARKER,
A. B. CHURCHILL,
Directors of the South Shore Railroad Corporation.

SUFFOLK, ss. January 11, 1866. Then personally appeared T. Henry Perkins, John W. Loud, W. W. Barker and A. B. Churchill, and severally made oath to the truth of the foregoing statement by them subscribed.

Before WILLIAM W. BARKER, *Justice of the Peace.*

REPORT

OF THE

STOCKBRIDGE & PITTSFIELD RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$448,700 00
2. Number of shares of capital stock issued,	4,487	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	$448,700 00	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		448,700 00
7. Funded debt, per last report,		
8. Funded debt paid since last report,		
9. Funded debt, increase of, since last report,		
10. Total present amount of funded debt,		
11. Floating debt, per last report,		
12. Floating debt paid since last report,		
13. Floating debt, increase of, since last report,	None.	
14. Total present amount of floating debt,		
15. Total present amount of funded and floating debt,		
16. Average rate of interest per annum paid during the year,		
17. Maximum amount of debts during the year,		
Cost of Road and Equipment.		
18. For graduation and masonry, per last report,	$154,263 00	
19. For graduation and masonry paid during the past year,	–	–
20. Total am't expended for graduation and masonry,		$154,263 00
21. For wooden bridges, per last report,	8,489 00	
22. For wooden bridges paid during the past year,	None.	
23. Total amount expended for wooden bridges,		8,489 00
24. Total amount expended for iron bridges, (if any,)	None.	
25. For superstructure, including iron, per last report,	163,413 00	
26. For superstructure, including iron, paid during the past year,	None.	
27. Total amount expended for superstructure, including iron,		163,413 00
28. For stations, buildings and fixtures, per last report,	30,700 00	
29. For stations, buildings and fixtures paid during the past year,	None.	
30. Total amount expended for stations, buildings and fixtures,		30,700 00
31. For land, land-damages and fences, per last report,	70,000 00	
32. For land, land-damages and fences paid during the past year,	None.	

33.	Total amount expended for land, land-damages, and fences,	$70,000 00
34.	For locomotives, per last report,	None.
35.	For locomotives paid during the past year,	None.
36.	Total amount expended for locomotives,	None.
37.	For passenger and baggage cars, per last report,	$4,100 00
38.	For passenger and baggage cars paid during the past year,	None.
39.	Total amount expended for passenger and baggage cars,	$4,100 00
40.	For merchandise cars, per last report,	None.
41.	For merchandise cars paid during the past year,	None.
42.	Total amount expended for merchandise cars,	None.
43.	For engineering, per last report,	8,000 00
44.	For engineering paid during the past year,	None.
45.	Total amount expended for engineering,	8,000 00
46.	For agencies and other expenses, per last report,	9,735 00
47.	For agencies and other expenses paid during the past year,	None.
48.	Total amount expended for agencies and other expenses,	9,735 00
49.	Total cost of road and equipment,	448,700 00
50.	Amount of assets or property held by the corporation, in addition to the cost of the road,	27 shares of its stock.

Characteristics of Road.

51.	Length of road,	21 93-100 miles.
52.	Length of single main track,	21 93-100 miles.
53.	Length of double main track,	None.
54.	Length of branches owned by the Company, stating whether they have a single or double track,	None.
55.	Aggregate length of sidings, and other tracks, excepting main track and branches,	5,700 feet.
56.	Weight of rail, per yard, in main road,	54, 56 and 60 lbs.
57.	Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58.	Maximum grade, with its length, in main road,	Grade 42 ft.; l'gth 92-100 ml.
59.	Maximum grade, with its length, in branch roads,	None.
60.	Total rise and fall in main road,	Rise, 262 feet; fall, 93 feet.
61.	Total rise and fall in branch roads,	None.
62.	Shortest radius of curvature, with length of curve, in main road,	515 feet; length, 858 feet.
63.	Shortest radius of curvature, with length of curve, in branch roads,	None.
64.	Total degrees of curvature, in main road,	2,011°
65.	Total degrees of curvature, in branch roads,	None.
66.	Total length of straight line, in main road,	11 46-100 miles.
67.	Total length of straight line, in branches,	None.
68.	Aggregate length of wooden truss bridges,	932 feet.
69.	Aggregate length of all other wooden bridges,	20 feet.
70.	Aggregate length of iron bridges,	None.
71.	Whole length of road unfenced on both sides,	None.
72.	Number of public ways crossed at grade,	21
73.	Number of railroads crossed at grade,	None.
74.	Remarks,	—
75.	Way stations for express trains,	None.
76.	Way stations for accommodation trains,	9
77.	Flag stations,	1
78.	Whole number of way stations,	9
79.	Whole number of flag stations,	1

Doings during the Year.	
80. Miles run by passenger trains,	All trains are run by Housatonic Railroad Company, and no separate account is kept.
81. Miles run by freight trains,	
82. Miles run by other trains,	
83. Total miles run,	
84. Number of passengers carried in the cars,	
85. Number of passengers carried one mile,	
86. Number of tons of merchandise carried in the cars,	
87. Number of tons of merchandise carried one mile,	
88. Number of passengers carried one mile, to and from other roads,	
89. Number of tons carried one mile, to and from other roads,	
90. Rate of speed adopted for express passenger trains, including stops,	No express trains.
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	None.
92. Rate of speed adopted for accommodation trains,	25 miles per hour.
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	20 miles per hour.
94. Average rate of speed actually attained by special trains, including stops and detentions,	20 miles per hour.
95. Average rate of speed adopted for freight trains, including stops,	6 miles per hour.
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	– –
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	– –
Expenditures for Working the Road.	
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	This road, as well as the Berkshire Road, is managed exclusively by the Housatonic Railroad Co. While both roads are kept in perfect condition and repair, no separate account has been kept of the amount expended upon either, and it is impossible to answer the questions accurately, or in such a manner as to furnish any information to the legislature. We cannot even give an approximate.
99. For repairs of wooden bridges,	
100. For wages of switchmen, average per month, $	
101. For wages of gate-keepers, average per month,	
102. For wages of signal-men, average per month,	
103. For wages of watchmen, average per month,	
104. Number of men employed, exclusive of those engaged in construction,	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	
107. Total for maintenance of way,	
Motive Power and Cars.	
108. For repairs of locomotives,	
109. For new locomotives, to cover depreciation,	
110. For repairs of passenger cars,	
111. For new passenger cars, to cover depreciation,	
112. For repairs of merchandise cars,	
113. For new merchandise cars, to cover depreciation,	
114. For repairs of gravel and other cars,	
115. Total for maintenance of motive power and cars,	
116. Number of engines,	
117. Number of passenger cars,	
118. Number of baggage cars,	

119.	Number of merchandise cars,		
120.	Number of gravel cars,		
	MISCELLANEOUS.		
121.	For fuel used by engines during the year, viz. :—		
	1. Wood, No. of cords, . Cost of the same,		
	2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . Cost of the same,		
122.	For oil used by cars and engines,		
123.	For waste and other material for cleaning,		
124.	For salaries, wages and incidental expenses, chargeable to passenger department,		
125.	For salaries, wages and incidental expenses, chargeable to freight department,		
126.	For gratuities and damages,	This road, as well as the Berkshire Road, is managed exclusively by the Housatonic Railroad Co., and it is impossible to answer the questions.	
127.	For taxes and insurance,		
128.	For ferries,		
129.	For repairs of station buildings, aqueducts, fixtures, furniture,		
130.	For renewals of iron, including laying down,		
131.	For new iron laid down, deducting the value of old iron taken up,		
132.	For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,		
133.	For amount paid other companies, as rent for use of their roads, specifying each company,		
134.	For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,		
135.	Total miscellaneous,		
136.	Total expenditures for working the road,		
137.	Total amount of interest paid during the year,		
	INCOME DURING THE YEAR.		
138.	*For Passengers :* —		
	1. On main road, including branches owned by company,	–	–
	2. To and from other roads, specifying what,	–	–
139.	*For Freight :* —		
	1. On main road and branches owned by Co.,	–	–
	2. To and from other connecting roads,	–	–
140.	U. S. mails,	–	–
141.	Rents,	–	–
142.	Total income,		$31,409 00
143.	Net earnings, after deducting expenses,	$31,409 00	
	DIVIDENDS.		
144.	7 per cent. Total, [less State and U. S. taxes,]	$24,866 37	
145.	Surplus not divided,	None.	
146.	Surplus last year,	None.	
147.	Total surplus,	None.	
	ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—		
148.	Of roads and bridges,	None.	
149.	Buildings,		
150.	Engines and cars,		

MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report, ...	None.
152. Mortgage debt paid since last report, . . .	
153. Increase of mortgage debt since last report, .	
154. Present amount of mortgage debts, . . .	
155. Number of mortgages on road and franchise, or any property of the corporation, ...	

CHAS. HUNT,
GEO. B. HUNT,
JOHN L. STUART,
D. LEAVITT,
Directors of the Housatonic Railroad Corporation.

FAIRFIELD COUNTY, ss. December 30, 1865. Then personally appeared Charles Hunt, George B. Hunt and John L. Stuart, and severally made oath to the truth of the foregoing statement by them subscribed.

Before JOSHUA LORD, *Justice of the Peace.*

REPORT

OF THE

STONEHAM BRANCH RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$35,000 00
2. Number of shares of capital stock issued,	350	
3. Increase of capital since last report,	–	–
4. Capital paid in, per last report,	$33,255 00	
5. Capital paid in since last report,	–	–
6. Total amount of capital stock paid in,		$33,255 00
7. Funded debt, per last report,	–	–
8. Funded debt paid since last report,	–	–
9. Funded debt, increase of, since last report,	–	–
10. Total present amount of funded debt,	–	–
11. Floating debt, per last report,	$23,119 67	
12. Floating debt paid since last report,	–	–
13. Floating debt, increase of, since last report,	–	–
14. Total present amount of floating debt,		$23,119 67
15. Total present amount of funded and floating debt,	–	–
16. Average rate of interest per annum, paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	–	–
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry per last report,		
19. For graduation and masonry paid during the past year,		
20. Total amount expended for graduation and masonry,		
21. For wooden bridges, per last report,		
22. For wooden bridges paid during the past year,	Built by contract for $48,047 07.	
23. Total amount expended for wooden bridges,		
24. Total amount expended for iron bridges, (if any,)		
25. For superstructure, including iron, per last report,		
26. For superstructure, including iron, paid during the past year,		
27. Total amount expended for superstructure, including iron,		
28. For stations, buildings and fixtures, per last report,	12,930 58	
29. For stations, buildings and fixtures, paid during the past year,	–	–
30. Total amount expended for stations, buildings and fixtures,		$12,930 58
31. For land, land-damages and fences, per last report,	11,677 69	
32. For land, land-damages and fences, paid during the past year,	–	–

33. Total amount expended for land, land-damages and fences,		$11,677 69
34. For locomotives, per last report,	–	–
35. For locomotives paid during the past year,	–	–
36. Total amount expended for locomotives,	–	–
37. For passenger and baggage cars, per last report,	–	–
38. For passenger and baggage cars paid during the past year,	–	–
39. Total amount expended for passenger and baggage cars,	–	–
40. For merchandise cars, per last report,	–	–
41. For merchandise cars paid during the year,	–	–
42. Total amount expended for merchandise cars,	–	–
43. For engineering, per last report,	$1,704 58	
44. For engineering paid during the past year,	–	–
45. Total amount expended for engineering,		1,704 58
46. For agencies and other expenses, per last report,	13,632 53	
47. For agencies and other expenses paid during the past year,	–	–
48. Total amount expended for agencies and other expenses,	–	–
49. Total cost of road and equipment,	–	–
50. Amount of assets or property held by the corporation in addition to the cost of the road,	–	–
Characteristics of Road.		
51. Length of road,	2 3-8 miles.	
52. Length of single main track,	–	–
53. Length of double main track,	–	–
54. Length of branches owned by the company, stating whether they have a single or double track,	–	–
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	–	–
56. Weight of rail, per yard, in main road,	–	–
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	–	–
58. Maximum grade, with its length, in main road,	80 feet, 500 feet.	
59. Maximum grade, with its length, in branch roads,	–	–
60. Total rise and fall in main road,	–	–
61. Total rise and fall in branch roads,	–	–
62. Shortest radius of curvature, with length of curve, in main road,	715, 300 feet.	
63. Shortest radius of curvature, with length of curve, in branch roads,	–	–
64. Total degrees of curvature, in main road,	356°	
65. Total degrees of curvature, in branch roads,	–	–
66. Total length of straight line, in main road,	–	–
67. Total length of straight line, in branches,	–	–
68. Aggregate length of wooden truss bridges,	170 feet.	
69. Aggregate length of all other wooden bridges,	–	–
70. Aggregate length of iron bridges,	–	–
71. Whole length of road unfenced on both sides,	–	–
72. Number of public ways crossed at grade,	9	
73. Number of railroads crossed at grade,	–	–
74. Remarks,	–	–
75. Way stations for express trains,	–	–
76. Way stations for accommodation trains,	1	
77. Flag stations,	1	
78. Whole number of way stations,	–	–
79. Whole number of flag stations,	–	–

	DOINGS DURING THE YEAR.	
80.	Miles run by passenger trains,	Leased to Boston and Lowell Railroad.
81.	Miles run by freight trains,	
82.	Miles run by other trains,	
83.	Total miles run,	
84.	Number of passengers carried in the cars,	
85.	Number of passengers carried one mile,	
86.	Number of tons of merchandise carried in the cars,	
87.	Number of tons of merchandise carried one mile,	
88.	Number of passengers carried one mile, to and from other roads,	
89.	Number of tons carried one mile, to and from other roads,	
90.	Rate of speed adopted for express passenger trains, including stops,	
91.	Average rate of speed actually attained by express passenger trains, including stops and detentions,	
92.	Rate of speed adopted for accommodation trains,	
93.	Rate of speed actually attained by accommodation trains, including stops and detentions,	
94.	Average rate of speed actually attained by special trains, including stops and detentions,	
95.	Average rate of speed adopted for freight trains, including stops,	
96.	Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile,	
97.	Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile,	
	EXPENDITURES FOR WORKING THE ROAD.	
98.	For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	
99.	For repairs of wooden bridges,	
100.	For wages of switchmen, average per month, $	
101.	For wages of gate-keepers, average per month,	
102.	For wages of signal-men, average per month,	
103.	For wages of watchmen, average per month,	
104.	Number of men employed, exclusive of those engaged in construction,	
105.	For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	
106.	For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	
107.	Total for maintenance of way,	
	MOTIVE POWER AND CARS.	
108.	For repairs of locomotives,	– –
109.	For new locomotives, to cover depreciation,	– –
110.	For repairs of passenger cars,	– –
111.	For new passenger cars, to cover depreciation,	– –
112.	For repairs of merchandise cars,	– –
113.	For new merchandise cars, to cover depreciation,	– –
114.	For repairs of gravel and other cars,	– –
115.	Total for maintenance of motive power and cars,	– –
116.	Number of engines,	– –
117.	Number of passenger cars,	– –

118. Number of baggage cars,	–	–
119. Number of merchandise cars,	–	–
120. Number of gravel cars,	–	–
Miscellaneous.		
121. For fuel used by engines during the year, viz.:—		
1. Wood, number of cords, . Cost of the same,		
2. Coal, number of tons, (reckoning 2,240 lbs to the ton,) . Cost of same,		
122. For oil used by cars and engines,		
123. For waste and other material for cleaning,		
124. For salaries, wages, and incidental expenses, chargeable to passenger department,		
125. For salaries, wages, and incidental expenses, chargeable to freight department,		
126. For gratuities and damages,		
127. For taxes and insurance,		
128. For ferries,		
129. For repairs of station buildings, aqueducts, fixtures, furniture,	Leased to Boston and Lowell Railroad.	
130. For renewals of iron, including laying down,		
131. For new iron laid down, deducting the value of old iron taken up,		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,		
133. For amount paid other companies, as rent for use of their roads, specifying each company,		
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,		
135. Total miscellaneous,		
136. Total expenditures for working the road,		
137. Total amount of interest paid during the year,		$900 00
Income during the Year.		
138. *For Passengers:*—		
1. On main road, including branches owned by company,	–	–
2. To and from other roads, specifying what,	–	–
139. *For Freight:*—		
1. On main road, and branches owned by Co.,	–	–
2. To and from other connecting roads,	–	–
140. U. S. mails,	–	–
141. Rents, [as per lease,]	$900 00	
142. Total income,	–	–
143. Net earnings, after deducting expenses,	–	–
Dividends.		
144. per cent. Total,	–	–
145. Surplus not divided,	–	–
146. Surplus last year,	–	–
147. Total surplus,	–	–
Estimated Depreciation beyond the Renewals, Viz.:—		
148. Of roads and bridges,	–	–
149. Buildings,	–	–
150. Engines and cars,	–	–

MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	$31,617 78	
152. Mortgage debt paid since last report,	–	–
153. Increase of mortgage debt since last report,	–	–
154. Present amount of mortgage debts,	31,617 78	
155. Number of mortgages on road and franchise, or any property of the Corporation,	–	–

ACCIDENT.

July 24, 1865.—Capt. Eli Jones, of Woburn, while attempting to cross the track at a street crossing in Stoneham, was struck by a passing train and instantly killed.

F. B. CROWNINSHIELD,
J. G. ABBOT,
WM. MINOT, JR.,
Directors of the Boston and Lowell Railroad Corporation.

MIDDLESEX, ss. January 9, 1866. Then personally appeared F. B. Crowninshield, J. G. Abbot and Wm. Minot, Jr., and severally made oath to the truth of the foregoing statement by them subscribed.

Before A. B. COFFIN, *Justice of the Peace.*

REPORT

OF THE

STONY BROOK RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock, [by charter, $300,000.00; by vote, $275,000.00; stock issued, $267,300,]		$267,300 00
2. Number of shares of capital stock issued,	2,673	
3. Increase of capital since last report,	Nothing.	
4. Capital paid in, per last report,	$267,300 00	
5. Capital paid in since last report,	Nothing.	
6. Total amount of capital stock paid in,		$267,300 00
7. Funded debt, per last report,	Nothing.	
8. Funded debt paid since last report,	Nothing.	
9. Funded debt, increase of, since last report,	Nothing.	
10. Total present amount of funded debt,	Nothing.	
11. Floating debt, per last report,	Nothing.	
12. Floating debt paid since last report,	Nothing.	
13. Floating debt, increase of, since last report,	Nothing.	
14. Total present amount of floating debt,	Nothing.	
15. Total present amount of funded and floating debt,	Nothing.	
16. Average rate of interest per annum paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	Nothing.	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	$82,898 72	
19. For graduation and masonry paid during the past year,	Nothing.	
20. Total am'nt expended for graduation and masonry,		$82,898 72
21. For wooden bridges, per last report,	3,600 03	
22. For wooden bridges paid during the past year,	Nothing.	
23. Total amount expended for wooden bridges,		3,600 03
24. Total amount expended for iron bridges, (if any,)	Nothing.	
25. For superstructure, including iron, per last report,	118,197 05	
26. For superstructure, including iron, paid during the past year,	Nothing.	
27. Total amount expended for superstructure, including iron,		118,197 05
28. For stations, buildings and fixtures, per last report,	11,462 51	
29. For stations, buildings and fixtures paid during the past year,	Nothing.	
30. Total amount expended for stations, buildings and fixtures,		11,462 51
31. For land, land-damages and fences, per last report,	25,654 84	
32. For land, land-damages and fences paid during the past year,	Nothing.	

33. Total amount expended for land, land-damages, and fences,		$25,654 84
34. For locomotives, per last report,	Nothing.	
35. For locomotives paid during the past year,	Nothing.	
36. Total amount expended for locomotives,	Nothing.	
37. For passenger and baggage cars, per last report,	Nothing.	
38. For passenger and baggage cars paid during the past year,	Nothing.	
39. Total amount expended for passenger and baggage cars,	Nothing.	
40. For merchandise cars, per last report,	Nothing.	
41. For merchandise cars paid during the past year,	Nothing.	
42. Total amount expended for merchandise cars,	Nothing.	
43. For engineering, per last report,	$8,249 72	
44. For engineering paid during the past year,	Nothing.	
45. Total amount expended for engineering,		8,249 72
46. For agencies and other expenses, per last report,	17,320 70	
47. For agencies and other expenses, paid during the past year,	Nothing.	
48. Total amount expended for agencies and other expenses,		17,320 70
49. Total cost of road and equipment,		$267,383 57
50. Amount of assets or property held by the corporation in addition to the cost of the road,	Nothing.	

Characteristics of Road.

51. Length of road,	13 16-100 miles.
52. Length of single main track,	13 16-100 miles.
53. Length of double main track,	Nothing.
54. Length of branches owned by the Company, stating whether they have a single or double track,	Nothing.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	4,949 feet.
56. Weight of rail, per yard, in main road,	56 lbs.
57. Weight of rail, per yard, in branch roads (specify the different weights per yard,)	Nothing.
58. Maximum grade, with its length, in main road,	39 61-100 ft.; 1 36-100 mls.
59. Maximum grade, with its length, in branch roads,	Nothing.
60. Total rise and fall in main road,	207 59-100 feet.
61. Total rise and fall in branch roads,	Nothing.
62. Shortest radius of curvature, with length of curve, in main road,	955 21-100 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	Nothing.
64. Total degrees of curvature in main road,	612°
65. Total degrees of curvature in branch roads,	Nothing.
66. Total length of straight line in main road,	8 59-100 miles.
67. Total length of straight line in branches,	Nothing.
68. Aggregate length of wooden truss bridges,	Nothing.
69. Aggregate length of all other wooden bridges,	510 feet.
70. Aggregate length of iron bridges,	Nothing.
71. Whole length of road unfenced on both sides,	Nothing.
72. Number of public ways crossed at grade,	13
73. Number of railroads crossed at grade,	1
74. Remarks,	Nothing.
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	4
77. Flag stations,	4
78. Whole number of way stations,	4
79. Whole number of flag stations,	4

Doings during the Year.	
80. Miles run by passenger trains,	Operated by the Nashua and Lowell Railroad Corporation under a contract, a copy of which accompanied the return of this railroad for 1861.
81. Miles run by freight trains,	
82. Miles run by other trains,	
83. Total miles run,	
84. Number of passengers carried in the cars,	
85. Number of passengers carried one mile,	
86. Number of tons of merchandise carried in the cars,	
87 Number of tons of merchandise carried one mile,	
88. Number of passengers carried one mile, to and from other roads,	
89. Number of tons carried one mile, to and from other roads,	
90. Rate of speed adopted for express passenger trains, including stops,	Reported by the Nashua and Lowell Railroad Co.
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	
92. Rate of speed adopted for accommodation trains,	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	
94. Average rate of speed actually attained by special trains, including stops and detentions,	
95. Average rate of speed adopted for freight trains, including stops,	
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile,	
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile,	
Expenditures for Working the Road.	
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	Reported by the Nashua and Lowell Railroad.
99. For repairs of wooden bridges,	
100. For wages of switchmen, average per month, $	
101. For wages of gate-keepers, average per month,	
102. For wages of signal-men, average per month,	
103. For wages of watchmen, average per month,	
104. Number of men employed, exclusive of those engaged in construction,	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	
107. Total for maintenance of way,	
Motive Power and Cars.	
108. For repairs of locomotives,	Reported by the Nashua and Lowell Railroad.
109. For new locomotives, to cover depreciation,	
110. For repairs of passenger cars,	
111. For new passenger cars, to cover depreciation,	
112. For repairs of merchandise cars,	
113. For new merchandise cars, to cover depreciation,	
114. For repairs of gravel and other cars,	
115. Total for maintenance of motive power and cars,	
116. Number of engines,	
117. Number of passenger cars,	

118. Number of baggage cars, ...	} Reported by the Nashua and Lowell Railroad.	
119. Number of merchandise cars, ...		
120. Number of gravel cars, ...		
Miscellaneous.		
121. For fuel used by engines during the year, viz.:—		
1. Wood, number of cords, . Cost of the same, ...		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . Cost of same, . . .		
122. For oil used by cars and engines, . . .	} Reported by the Nashua and Lowell Railroad.	
123. For waste and other material for cleaning, . .		
124. For salaries, wages and incidental expenses, chargeable to passenger department, . .		
125. For salaries, wages and incidental expenses, chargeable to freight department, . . .		
126. For gratuities and damages, ...		
127. For taxes and insurance, ...	$4,934 43	
128. For ferries, ...	–	–
129. For repairs of station buildings, aqueducts, fixtures, furniture, ...	–	–
130. For renewals of iron, including laying down, .	–	–
131. For new iron laid down, deducting the value of old iron taken up, ...	–	–
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, ...	–	–
133. For amount paid other companies, as rent for use of their roads, specifying each company, . .	–	–
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, ...	191 62	
135. Total miscellaneous, ...		$5,126 05
136. Total expenditures for working the road, . .	–	–
137. Total amount of interest paid during the year,		22 50
		$5,148 55
Income During the Year.		
138. *For Passengers:*—		
1. On main road, including branches owned by company, ...	–	–
2. To and from other roads, specifying what,	–	–
139. *For Freight:*—		
1. On main road and branches owned by company, ...	–	–
2. To and from other connecting roads, . .	–	–
140. U. S. mails, ...	–	–
141. Rents, ...	$17,700 00	
142. Total income, ...		$17,700 00
143. Net earnings, after deducting expenses, . .		$12,551 45
Dividends.		
144. 4½ per cent. Total, [including U. S. tax of $660.60,]	$12,733 26	
145. Surplus not divided, ...	Nothing.	
146. Surplus last year, ...	Nothing.	
147. Total surplus, ...	Nothing.	

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—	
148. Of roads and bridges, ...	Nothing.
149. Buildings, ...	Nothing.
150. Engines and cars, ...	Nothing.
MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, ...	None.
152. Mortgage debt paid since last report, . . .	Nothing.
153. Increase of mortgage debt since last report, .	Nothing.
154. Present amount of mortgage debts, . . .	Nothing.
155. Number of mortgages on road and franchise, or any property of the Corporation, ...	Nothing.

F. B. CROWNINSHIELD,
HENRY SIGOURNEY,
DANIEL S. RICHARDSON,
ONSLOW STEARNS,
Directors of the Nashua and Lowell Railroad Corporation.

STATE OF MASSACHUSETTS.

SUFFOLK, ss. December 26, 1865. Then personally appeared F. B. Crowninshield, Henry Sigourney, Daniel S. Richardson and Onslow Stearns, and severally made oath to the truth of the foregoing statement by them subscribed.

Before NATHANAEL SEAVER, *Justice of the Peace.*

REPORT

OF THE

STOUGHTON BRANCH RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$85,400 00
2. Number of shares of capital stock issued,	854	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	$85,400 00	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		85,400 00
7. Funded debt per last report,		
8. Funded debt paid since last report,		
9. Funded debt, increase of, since last report,		
10. Total present amount of funded debt,		
11. Floating debt, per last report,		
12. Floating debt paid since last report,		
13. Floating debt, increase of, since last report,	No debts.	
14. Total present amount of floating debt,		
15. Total present amount of funded and floating debt,		
16. Average rate of interest per annum paid during the year,		
17. Maximum amount of debts during the year,		
Cost of Road and Equipment.		
18. For graduation and masonry, per last report,	$38,401 98	
19. For graduation and masonry paid during the past year,	Nothing.	
20. Total amount expended for graduation and masonry,		$38,401 98
21. For wooden bridges, per last report,	1,770 06	
22. For wooden bridges paid during the past year,	Nothing.	
23. Total amount expended for wooden bridges,		1,770 06
24. Total amount expended for iron bridges, (if any,)	None.	
25. For superstructure, including iron, per last report,	32,577 96	
26. For superstructure, including iron, paid during the past year,	Nothing.	
27. Total amount expended for superstructure, including iron,		32,577 96
28. For stations, buildings and fixtures, per last report,	12,336 78	
29. For stations, buildings and fixtures paid during the past year,	284 99	
30. Total amount expended for stations, buildings and fixtures,		12,621 77
31. For land, land-damages and fences, per last report,	8,945 51	
32. For land, land-damages and fences paid during the past year,	Nothing.	

33. Total amount expended for land, land-damages, and fences,	$8,945 51
34. For locomotives, per last report,	Road operated by B. & P. Railroad Company.
35. For locomotives paid during the past year,	
36. Total amount expended for locomotives,	
37. For passenger and baggage cars, per last report,	$4,800 00
38. For passenger and baggage cars paid during the past year,	Nothing.
39. Total amount expended for passenger and baggage cars,	4,800 00
40. For merchandise cars, per last report,	None.
41. For merchandise cars paid during the past year,	
42. Total amount expended for merchandise cars,	
43. For engineering, per last report,	2,887 50
44. For engineering paid during the past year,	Nothing.
45. Total amount expended for engineering,	2,887 50
46. For agencies and other expenses, per last report,	Road operated by B. & P. Railroad Company.
47. For agencies and other expenses paid during the past year,	
48. Total amount expended for agencies and other expenses,	
49. Total cost of road and equipment,	$102,004 78
50. Amount of assets or property held by the corporation in addition to the cost of the road,	- -

CHARACTERISTICS OF ROAD.

51. Length of road,	4 miles, 222 feet.
52. Length of single main track,	4 miles, 222 feet.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	3,274 feet.
56. Weight of rail, per yard, in main road,	56 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	46 feet per mile for 740 feet.
59. Maximum grade, with its length in branch roads,	No branch roads.
60. Total rise and fall in main road,	135 51-100 feet.
61. Total rise and fall in branch roads,	No branch roads.
62. Shortest radius of curvature, with length of curve, in main road,	1,080 radius; length of curvature, 682 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	No branch roads.
64. Total degrees of curvature in main road,	172°
65. Total degrees of curvature in branch roads,	No branch roads.
66. Total length of straight line in main road,	2 miles, 207 feet.
67. Total length of straight line in branches,	No branches.
68. Aggregate length of wooden truss bridges,	50 feet 6 inches.
69. Aggregate length of all other wooden bridges,	No other.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	None except crossings.
72. Number of public ways crossed at grade,	6
73. Number of railroads crossed at grade,	None.
74. Remarks,	1 accident, (see note below.)
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	3
77. Flag stations,	None.
78. Whole number of way stations,	3
79. Whole number of flag stations,	None.

	DOINGS DURING THE YEAR.	
80.	Miles run by passenger trains, } [are connected,]	5,008
81.	Miles run by freight trains, . }	
82.	Miles run by other trains, [horse car,] . .	1,888
83.	Total miles run, ...	6,896
84.	Number of passengers carried in the cars, . .	114,113.5
85.	Number of passenger carried one mile, . .	349,679.5
86.	Number of tons of merchandise carried in the cars,	25,661.06
87.	Number of tons of merchandise carried one mile, .	64,457.03
88.	Number of passengers carried one mile, to and from other roads, ...	102,540
89.	Number of tons carried one mile, to and from other roads, ...	24,210.80
90.	Rate of speed adopted for express passenger trains, including stops, ...	No express trains.
91.	Average rate of speed actually attained by express passenger trains, including stops and detentions,	
92.	Rate of speed adopted for accommodation trains, .	18 miles per hour.
93.	Rate of speed actually attained by accommodation trains, including stops and detentions, . .	18 miles per hour.
94.	Average rate of speed actually attained by special trains, including stops and detentions, . .	No special trains.
95.	Average rate of speed adopted for freight trains, including stops, ...	Connected with passenger train.
96.	Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . .	Cars furnished principally and operated by B. & P. R. R. Co. by contract.
97.	Estimated weight in tons of merchandise cars (not including freight,) hauled one mile, . .	
	EXPENDITURES FOR WORKING THE ROAD.	
98.	For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, [$213.52; repairs on turn-table, $792.79,] .	$1,006 31
99.	For repairs of wooden bridges, ...	Done by B. & P. R. R. Co.
100.	For wages of switchmen, average per month, ... $	
101.	For wages of gate-keepers, average per month, ...	
102.	For wages of signal-men, average per month, ...	
103.	For wages of watchmen, average per month, ...	
104.	Number of men employed, exclusive of those engaged in construction, ...	
105.	For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	
106.	For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, .	
107.	Total for maintenance of way, ...	
	MOTIVE POWER AND CARS.	
108.	For repairs of locomotives, ...	Furnished by B. & Prov. R. R. Co.
109.	For new locomotives, to cover depreciation, .	
110.	For repairs of passenger cars, ...	$450 74
111.	For new passenger cars, to cover depreciation, .	Nothing.
112.	For repairs of merchandise cars, . . .	
113.	For new merchandise cars, to cover depreciation,	
114.	For repairs of gravel and other cars, . . .	
115.	Total for maintenance of motive power and cars,	$450 74
116.	Number of engines, ...	None.
117.	Number of passenger cars, ...	2

118. Number of baggage cars,		
119. Number of merchandise cars,	None.	
120. Number of gravel cars,		
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz. :—		
1. Wood, No. of cords, . Cost of the same,		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . Cost of same,		
122. For oil used by cars and engines,	Furnished by B. & P. R. R. Co.	
123. For waste and other material for cleaning,		
124. For salaries, wages and incidental expenses, chargeable to passenger department,		
125. For salaries, wages and incidental expenses, chargeable to freight department,		
126. For gratuities and damages,		
127. For taxes and [insurance, $20; government tax, $774.88; Commonwealth, $1,477.88,]	$2,272 76	
128. For ferries,	None.	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	284 99	
130. For renewals of iron, including laying down,	264 14	
131. For new iron laid down, deducting the value of old iron taken up,	None.	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, [B. & P. R. R. Co.,]	4,338 96	
133. For amount paid other companies, as rent for use of their roads, specifying each company,	Nothing.	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	1,290 35	
135. Total miscellaneous,		$8,451 20
136. Total expenditures for working the road,		$9,908 25
137. Total amount of interest paid during the year,	None.	
INCOME DURING THE YEAR.		
138. *For Passengers* :—		
1. On main road, including branches owned by company,	$1,225 56	
2. To and from other roads, specifying what, [B. & P. R. R. Co. and Easton Br. R. R. Co.]	10,836 74	
139. *For Freight* :—		
1. On main road and branches owned by company,	286 98	
2. To and from other connecting roads, [B. & P. R. R. Co. and Easton Br. R. R. Co.]	4,698 94	
140. United States mails,	Nothing.	
141. Rents, [and interest,]	950 77	
142. Total income,		$17,998 99
143. Net earnings, after deducting expenses,		$8,090 74
DIVIDENDS.		
144. 9 per cent. Total,	$7,686 00	
145. Surplus not divided,	404 74	
146. Surplus last year,	9,611 67	
147. Total surplus,		$10,016 41

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—	
148. Of roads and bridges, ...	None.
149. Buildings, ...	
150. Engines and cars, ...	
MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, ...	No debts.
152. Mortgage debt paid since last report, . . .	
153. Increase of mortgage debts since last report, .	
154. Present amount of mortgage debts, . . .	
155. Number of mortgages on road and franchise, or any property of the Corporation, . . .	

ACCIDENT.

August 7, 1865.—Henry Quail fell from the rear platform of smoking car, near So. Canton Station, the cars passing over him. He was instantly killed.

NATH'L MORTON,
F. W. LINCOLN,
OAKES AMES,
MARTIN WALES,
Directors of the Stoughton Branch Railroad Corporation.

SUFFOLK, ss. December 30, 1866. Then personally appeared Nath'l Morton, F. W. Lincoln, Oakes Ames and Martin Wales, and severally made oath to the truth of the foregoing statement by them subscribed.

Before H. J. BOARDMAN, *Justice of the Peace.*

REPORT

OF THE

TAUNTON BRANCH RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$250,000 00
2. Number of shares of capital stock issued,	2,500	
3. Increase of capital since last report,	–	–
4. Capital paid in, per last report,	$250,000 00	
5. Capital paid in since last report,	–	–
6. Total amount of capital stock paid in,		250,000 00
7. Funded debt, per last report,	None.	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,	None.	
11. Floating debt, per last report,	None.	
12. Floating debt paid since last report,	None.	
13. Floating debt, increase of, since last report,	None.	
14. Total present amount of floating debt,	None.	
15. Total present amount of funded and floating debt,	None.	
16. Average rate of interest per annum paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	7,500 00	
Cost of Road and Equipment.		
18. For graduation and masonry, per last report,	$89,855 38	
19. For graduation and masonry paid during the past year,	None.	
20. Total am't expended for graduation and masonry,		$89,855 38
21. For wooden bridges, per last report,	None.	
22. For wooden bridges, paid during the past year,	None.	
23. Total amount expended for wooden bridges,	None.	
24. Total amount expended for iron bridges (if any,)	None.	
25. For superstructure, including iron, per last report,	92,248 56	
26. For superstructure, including iron, paid during the past year,	None.	
27. Total amount expended for superstructure, including iron,		92,248 56
28. For stations, buildings and fixtures, per last report,	48,720 52	
29. For stations, buildings and fixtures paid during the past year,	None.	
30. Total amount expended for stations, buildings and fixtures,		48,720 52
31. For land, land-damages and fences, per last report,	30,769 61	
32. For land, land-damages and fences paid during the past year,	None.	

33. Total amount expended for land, land-damages and fences,		$30,769 61
34. For locomotives, per last report,	$16,383 67	
35. For locomotives paid during the past year,	None.	
36. Total amount expended for locomotives,		16,383 67
37. For passenger and baggage cars, per last report,	9,421 66	
38. For passenger and baggage cars paid during the past year,	None.	
39. Total amount expended for passenger and baggage cars,		9,421 66
40. For merchandise cars, per last report,	13,922 15	
41. For merchandise cars paid during the past year,	None.	
42. Total amount expended for merchandise cars,		13,922 15
43. For engineering, per last report,	13,539 27	
44. For engineering paid during the past year,	None.	
45. Total amount expended for engineering,		13,539 27
46. For agencies and other expenses, per last report,		$314,860 82
47. For agencies and other expenses paid during the past year, [charged off for depreciation,]		64,860 82
48. Total amount expended for agencies and other expenses,	–	–
49. Total cost of road and equipment,		250,000 00
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	62,186 37	

Characteristics of Road.

51. Length of road,	11 1-10 miles.
52. Length of single main track,	11 1-10 miles.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	3,000 feet, single track.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	6,100 feet.
56. Weight of rail, per yard, in main road,	58 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	57 lbs.
58. Maximum grade, with its length, in main road,	29 feet in 3,000.
59. Maximum grade, with its length, in branch roads,	35 feet per mile; 400 feet.
60. Total rise and fall in main road,	123 feet.
61. Total rise and fall in branch roads,	9 feet.
62. Shortest radius of curvature, with length of curve, in main road,	800 feet in 1,000 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	250 feet in 300 feet.
64. Total degrees of curvature in main road,	70°
65. Total degrees of curvature in branch roads,	87° 45′
66. Total length of straight line in main road,	11 miles.
67. Total length of straight line in branches,	2,200 feet.
68. Aggregate length of wooden truss bridges,	None.
69. Aggregate length of all other wooden bridges,	None.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	900 feet.
72. Number of public ways crossed at grade,	19
73. Number of railroads crossed at grade,	None.
74. Remarks,	–
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	1
77. Flag stations,	3
78. Whole number of way stations,	1
79. Whole number of flag stations,	3

Doings during the Year.			
80. Miles run by passenger trains,	32,545		
81. Miles run by freight trains,	16,944		
82. Miles run by other trains,	66		
83. Total miles run,			49,555
84. Number of passengers carried in the cars,	201,790		
85. Number of passengers carried one mile,	2,144,674		
86. Number of tons of merchandise carried in the cars,	66,277	1,115-2,000	
87. Number of tons of merchandise carried one mile,	721,531	1,141-2,000	
88. Number of passengers carried one mile, to and from other roads,	1,988,591		
89. Number of tons carried one mile, to and from other roads,	706,677	1,122-2,000	
90. Rate of speed adopted for express passenger trains, including stops,	No express trains.		
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	No express trains.		
92. Rate of speed adopted for accommodation trains,	25 miles per hour.		
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	25 miles per hour.		
94. Average rate of speed actually attained by special trains, including stops and detentions,	No special trains.		
95. Average rate of speed adopted for freight trains, including stops,	15 miles per hour.		
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	2,009,000		
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	1,231,650		
Expenditures for Working the Road.			
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	–		–
99. For repairs of wooden bridges,	$5,754 42		
100. For wages of switchmen, average per month, $45 00			
101. For wages of gate-keepers, average per month, 15 00			
102. For wages of signal-men, average per month, 10 00	Total, 2,601 86		
103. For wages of watchmen, average per month, 45 00			
104. Number of men employed, exclusive of those engaged in construction,	56		
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)	159 81		
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	135 18		
107. Total for maintenance of way,			$8,651 27
Motive Power and Cars.			
108. For repairs of locomotives,	$3,431 81		
109. For new locomotives, to cover depreciation,	3,000 00		
110. For repairs of passenger cars,	3,270 67		
111. For new passenger cars, to cover depreciation,	2,277 80		
112. For repairs of merchandise cars,	2,222 63		
113. For new merchandise cars, to cover depreciation,	4,133 74		
114. For repairs of gravel and other cars,	None.		
115. Total for maintenance of motive power and cars,			$18,336 65
116. Number of engines,	3		

117. Number of passenger cars,	7	
118. Number of baggage cars,	3	
119. Number of merchandise cars,	76	
120. Number of gravel cars,	2	
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz.:—		
1. Wood, No. of cords, . Cost of the same,		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . Cost of same,	$10,287 16	
122. For oil used by cars and engines,		
123. For waste and other material for cleaning,	1,888 24	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	9,790 37	
125. For salaries, wages and incidental expenses, chargeable to freight department,	12,566 45	
126. For gratuities and damages,	1,180 02	
127. For taxes and insurance,	8,775 52	
128. For ferries,	None.	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	6,110 97	
130. For renewals of iron, including laying down,	7,192 94	
131. For new iron laid down, deducting the value of old iron taken up,	None.	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, [Boston and Providence Railroad Company,]	103,515 87	
133. For amount paid other companies, as rent for use of their roads, specifying each company,	None.	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	6,973 60	
135. Total miscellaneous,		$168,281 14
136. Total expenditures for working the road,	–	–
137. Total amount of interest paid during the year,	–	–
INCOME DURING THE YEAR.		
138. *For Passengers :—*		
1. On main road, including branches owned by company,	$5,448 41	
2. To and from other roads, specifying what,	124,464 25	
139. *For Freight :—*		
1. On main road and branches owned by company,	1,077 17	
2. To and from other connecting roads,	86,584 09	
140. U. S. mails,	1,200 00	
141. Rents, [and interest,]	949 09	
142. Total income,		$229,723 01
143. Net earnings, after deducting expenses,	24,453 95	
DIVIDENDS.		
144. 8 per cent. Total,		$20,000 00
145. Surplus not divided,	$4,453 95	
146. Surplus last year,	43,823 42	
147. Total surplus,		48,277 37

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—	
148. Of roads and bridges, ...	None.
149. Buildings, ...	
150. Engines and cars, ...	
MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, ...	None.
152. Mortgage debt paid since last report, . . .	
153. Increase of mortgage debt since last report, .	
154. Present amount of mortgage debts, . . .	
155. Number of mortgages on road and franchise, or any property of the Corporation, . . .	

ACCIDENT.

June 2, 1865.—E. H. Tucker, conductor, was thrown from a car against a freight house, and killed.

WM. A. CROCKER,
E. BAYLIES,
N. H. EMMONS,
JAS. M. BEEBE,
THOMAS B. WALES,
Directors of the Taunton Branch Railroad Corporation.

SUFFOLK, ss. December 27, 1865. Then personally appeared W. A. Crocker, E. Baylies, N. H. Emmons, J. M. Beebe and Thomas B. Wales, and severally made oath to the truth of the foregoing statement by them subscribed.

Before E. PICKERING, *Justice of the Peace.*

REPORT

OF THE

TROY AND GREENFIELD RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

The possession of the Troy and Greenfield Railroad having been surrendered to the Commonwealth, the undersigned Directors are not sufficiently informed of the doings of the past year to make a report.

ALVAH CROCKER,
OTIS CLAPP,
LEWIS RICE,
OTIS T. RUGGLES,
Directors of the Troy and Greenfield Railroad Corporation.

, ss. December , 186 . Then personally appeared the said Alvah Crocker and Otis T. Ruggles, and severally made oath to the truth of the foregoing statement by them subscribed.

Before T. K. WARE, *Justice of the Peace.*

Suffolk, ss. Boston, January 11, 1866. Then personally appeared Otis Clapp, and made oath to the truth of the foregoing statement by him subscribed.

Before MERRILL S. HOLWAY, *Justice of the Peace.*

REPORT

OF THE

VERMONT AND MASSACHUSETTS R. R. CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock, [including the Greenfield Branch and Vermont portion,]		$3,200,000 00
2. Number of shares of capital stock issued,	28,600	
3. Increase of capital since last report,	Nothing.	
4. Capital paid in, per last report,	$2,214,225 15	
5. Capital paid in since last report, [by transfer from income account,]	653,322 35	
6. Total amount of capital stock paid in,		2,860,000 00
7. Funded debt, per last report, [including $170,200 of bonds in treasury and sinking fund,]	924,960 00	
8. Funded debt paid since last report, [including $146,000 in sinking fund to be cancelled by agreement,]	366,005 00	
9. Funded debt, increase of, since last report,	Nothing.	
10. Total present amount of funded debt,		558,955 00
11. Floating debt, per last report,	Nothing.	
12. Floating debt paid since last report,	Nothing.	
13. Floating debt, increase of, since last report,	Nothing.	
14. Total present amount of floating debt,	Nothing.	
15. Total present amount of funded and floating debt,		558,955 00
16. Average rate of interest per annum, paid during the year,	6 per cent.	
17. Maximum amount of debts during the year, [including $170,200 of bonds in treasury and sinking fund,]	924,960 00	

Cost of Road and Equipment.

18. For graduation and masonry, per last report,	$1,461,322 12	
19. For graduation and masonry paid during the past year,	Nothing.	
20. Total am't expended for graduation and masonry,		$1,461,322 12
21. For wooden bridges, per last report,	199,395 31	
22. For wooden bridges paid during the past year,	Nothing.	
23. Total amount expended for wooden bridges,		199,395 31
24. Total amount expended for iron bridges (if any,)	No iron bridges.	
25. For superstructure, including iron, per last report,	600,422 01	
26. For superstructure, including iron, paid during the past year,	Nothing.	
27. Total amount expended for superstructure, including iron,		600,422 01
28. For stations, buildings and fixtures, per last report,	129,274 36	

29. For stations, buildings and fixtures paid during the past year,	Nothing.	
30. Total amount expended for stations, buildings and fixtures,		$129,274 36
31. For land, land-damages and fences, per last report,	$178,062 75	
32. For land, land-damages and fences paid during the past year,	Nothing.	
33. Total amount expended for land, land-damages, and fences,		178,162 75
34. For locomotives, per last report,	95,638 62	
35. For locomotives paid during the past year,	Nothing.	
36. Total amount expended for locomotives,		95,638 62
37. For passenger and baggage cars, per last report,	20,190 00	
38. For passenger and baggage cars paid during the past year,	Nothing.	
39. Total amount expended for passenger and baggage cars,		20,190 00
40. For merchandise cars, per last report,	91,514 89	
41. For merchandise cars paid during the past year,	Nothing.	
42. Total amount expended for merchandise cars,		91,514 89
43. For engineering, per last report,	56,872 04	
44. For engineering paid during the past year,	Nothing.	
45. Total amount expended for engineering,		56,872 04
46. For agencies and other expenses, per last report,	432,566 33	
47. For agencies and other expenses paid during the past year,	Nothing.	
48. Total amount expended for agencies and other expenses,		385,441 33
49. Total cost of road and equipment,		$3,217,234 43
[Charged to Greenfield Branch, in addition to above,]	$248,495 08	
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	108,570 43	

CHARACTERISTICS OF ROAD.

51. Length of road,	69 miles, 1,660 feet.
52. Length of single main track,	69 miles, 1,660 feet.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	8 miles, single track.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	About 5½ miles.
56. Weight of rail, per yard, in main road,	56 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	56 lbs.
58. Maximum grade, with its length, in main road,	58 feet for 1 6-10 miles.
59. Maximum grade, with its length, in branch roads,	45 feet for 3½ miles.
60. Total rise and fall in main road,	808 feet; fall 990 feet.
61. Total rise and fall in branch roads,	81 feet; fall 168 feet.
62. Shortest radius of curvature, with length of curve, in main road,	1,000 feet for 1,900 feet, except at Grout's, where it is 924 feet for 1,200 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	1,000 feet for 400 feet.
64. Total degrees of curvature in main road,	3,314°
65. Total degrees of curvature in branch roads,	607°
66. Total length of straight line in main road,	27¾ miles.
67. Total length of straight line in branches,	3 9-10 miles.
68. Aggregate length of wooden truss bridges,	6,738 feet.
69. Aggregate length of all other wooden bridges,	300 feet.
70. Aggregate length of iron bridges,	None.

71. Whole length of road unfenced on both sides,	None.	
72. Number of public ways crossed at grade,	62	
73. Number of railroads crossed at grade,	1	
74. Remarks,	None.	
75. Way stations for express trains,	No such trains.	
76. Way stations for accommodation trains,	18	
77. Flag stations,	3	
78. Whole number of way stations,	18	
79. Whole number of flag stations,	3	
Doings during the Year.		
80. Miles run by passenger trains,	102,769	
81. Miles run by freight trains,	60,952	
82. Miles run by other trains,	1,133	
83. Total miles run,		164,854
84. Number of passengers carried in the cars,	185,747	
85. Number of passengers carried one mile,	3,414,777	
86. Number of tons of merchandise carried in the cars,	112,511 213-1,000	
87. Number of tons of merchandise carried one mile,	2,193,348 915-1,000	
88. Number of passengers carried one mile, to and from other roads,	2,074,785	
89. Number of tons carried one mile, to and from other roads,	1,971,306 888-1,000	
90. Rate of speed adopted for express passenger trains, including stops,	No such trains.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	No such trains.	
92. Rate of speed adopted for accommodation trains,	22 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	25 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	25 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops,	10 miles per hour.	
96. Estimated weight in tons of passenger [and baggage] cars (not including passengers,) hauled one mile,	3,892,704	
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	5,710,837	
Expenditures for Working the Road.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	$40,691 89	
99. For repairs of wooden bridges,	4,247 53	
100. For wages of switchmen, average per month, $38 00		
101. For wages of gate-keepers, average per month, 20 00		
102. For wages of signal-men, average per month, 32 00	Total, 4,777 29	
103. For wages of watchmen, average per month, 43 00		
104. Number of men employed, exclusive of those engaged in construction,	Average 183 per month.	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	941 70	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	886 03	
107. Total for maintenance of way,		$51,544 44

Motive Power and Cars.		
108. For repairs of locomotives,	$20,995 81	
109. For new locomotives, to cover depreciation,	None.	
110. For repairs of passenger cars,	6,967 11	
111. For new passenger cars, to cover depreciation,	None.	
112. For repairs of merchandise cars,	18,891 18	
113. For new merchandise cars, to cover depreciation,	None.	
114. For repairs of gravel and other cars,	145 71	
115. Total for maintenance of motive power and cars,		$46,999 81
116. Number of engines,	11	
117. Number of passenger cars,	8	
118. Number of baggage cars,	5	
119. Number of merchandise cars,	180	
120. Number of gravel cars,	None.	
Miscellaneous.		
121. For fuel used by engines during the year, viz.:—		
1. Wood, No. of cords, 5,754. Cost of the same,	$25,513 29	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . Cost of the same,	None.	
122. For oil used by cars and engines,	4,913 16	
123. For waste and other material for cleaning,	1,279 11	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	22,005 72	
125. For salaries, wages and incidental expenses, chargeable to freight department,	25,500 24	
126. For gratuities and damages,	3,083 93	
127. For taxes and insurance,	28,226 22	
128. For ferries, [none; for repairs of tools,]	773 29	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	15,452 69	
130. For renewals of iron, including laying down,	28,528 39	
131. For new iron laid down, deducting the value of old iron taken up,	–	–
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	–	–
133. For amount paid other companies, as rent for use of their roads, specifying each company, [Connecticut River Railroad Company,]	1,500 00	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	12,368 46	
135. Total miscellaneous,		$169,144 50
136. Total expenditures for working the road,		$267,688 75
137. Total amount of interest paid during the year,	31,167 19	
Income During the Year.		
138. *For Passengers:* —		
1. On main road, including branches owned by company,	$51,708 94	
2. To and from other roads, specifying what,	85,180 09	
139. *For Freight:* —		
1. On main road and branches owned by Co.,	57,428 67	
2. To and from other connecting roads,	140,872 11	
140. U. S. mails, [$6,000; tolls, $991.55; miscellaneous, $330.39,]	7,321 94	
141. Rents, [$42,987.71; express, $4,586.33,]	47,574 04	
142. Total income,		$390,085 79
143. Net earnings, after deducting expenses, [and interest,]		$91,229 85

Dividends.	
144. per cent. Total,	No dividends.
145. Surplus not divided,	No surplus carried to dividends.
146. Surplus last year,	
147. Total surplus,	
Estimated Depreciation beyond the Renewals, Viz. :—	
148. Of roads and bridges,	Nothing.
149. Buildings,	Nothing.
150. Engines and cars,	Nothing.
Mortgage Debts.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report, [including $170,200 of bonds in treasury and sinking fund,]	$924,960 90
152. Mortgage debt paid since last report,	366,005 00
153. Increase of mortgage debt since last report,	Nothing.
154. Present amount of mortgage debts,	558,955 00
155. Number of mortgages on road and franchise, or any property of the corporation,	1; renewal of the old.

Accidents.

December 6, 1864.—George Johnson, of Athol, 15 years of age, was run over and killed, while lying on track, by evening passenger train, near Templeton Station, between eight and nine o'clock. Coroner's jury returned verdict that "no blame is attached to the railway company."

February 28, 1865.—Edwin H. Tottingham, of Waltham, was run over and killed by passenger train, at Grout's Station, while attempting to get upon the train after it had left the depot. Coroner's jury rendered verdict, "that no blame is attached to the company."

June 3, 1865.—B. F. D. Gibbs, brakeman on freight train, in climbing from door on side of drovers' saloon-car to top of same, was struck by a telegraph pole standing beside the track, near Erving Station, and he died June 6th. No fault of the company.

November 3, 1865.—Bartholomew Kennedy, in jumping from passenger train approaching Greenfield, fell and his foot was crushed by the train passing over it. The company was in no way responsible for the accident.

DANIEL S. RICHARDSON,
WILLIAM H. HILL,
HENRY SAYLES,
FRANCIS GOODHUE,
FRANKLIN N. POOR,

Directors of the Vermont and Massachusetts Railroad Corporation.

Suffolk, ss. December 26, 1865. Then personally appeared Daniel S. Richardson, William H. Hill, Henry Sayles, Francis Goodhue and Franklin N. Poor, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me, P. E. TESCHEMACHER *Justice of the Peace.*

REPORT

OF THE

WESTERN RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1.	Capital stock,		$6,150,000 00
2.	Number of shares of capital stock issued,	56,277	
3.	Increase of capital since last report,	4,777	
4.	Capital paid in, per last report,	$5,150,000 00	
5.	Capital paid in since last report,	477,700 00	
6.	Total amount of capital stock paid in,		5,627,700 00
7.	Funded debt, per last report,	6,269,520 00	
8.	Funded debt paid since last report,	None.	
9.	Funded debt, increase of, since last report,	None.	
10.	Total present amount of funded debt,		6,269,520 00
11.	Floating debt, per last report,	None.	
12.	Floating debt paid since last report,	None.	
13.	Floating debt, increase of, since last report,	None.	
14.	Total present amount of floating debt,	None.	
15.	Total present amount of funded and floating debt,		6,269,520 00
16.	Average rate of interest per annum, paid during the year,	5¼ per cent., and a portion paid in gold.	
17.	Maximum amount of debts during the year,	None.	
	COST OF ROAD AND EQUIPMENT.		
18.	For graduation and masonry per last report,	$3,551,895 49	
19.	For graduation and masonry paid during the past year,	–	–
20.	Total amount expended for graduation and masonry,		$3,551,895 49
21.	For wooden bridges, per last report,	232,996 26	
22.	For wooden bridges paid during the past year,	–	–
23.	Total amount expended for wooden bridges,		232,996 26
24.	Total amount expended for iron bridges, (if any,)	–	–
25.	For superstructure, including iron, per last report,	1,812,104 86	
26.	For superstructure, including iron, paid during the past year,	–	–
27.	Total amount expended for superstructure, including iron,		1,812,104 86
28.	For stations, buildings and fixtures, per last report,	450,699 58	
29.	For stations, buildings and fixtures, paid during the past year,	–	–
30.	Total amount expended for stations, buildings and fixtures,		450,699 58
31.	For land, land-damages and fences, per last report,	343,701 01	
32.	For land, land-damages and fences, paid during the past year,	–	–

33. Total amount expended for land, land-damages, and fences,		$343,70
34. For locomotives, per last report,	$432,000 00	
35. For locomotives paid during the past year,	–	–
36. Total amount expended for locomotives,		432,000 00
37. For passenger and baggage cars, per last report,	73,544 55	
38. For passenger and baggage cars paid during the past year,	–	–
39. Total amount expended for passenger and baggage cars,		73,544 55
40. For merchandise cars, per last report,	590,168 42	
41. For merchandise cars paid during the past year,	–	–
42. Total amount expended for merchandise cars,		590,168 42
43. For engineering, per last report,	171,390 63	
44. For engineering paid during the past year,	–	–
45. Total amount expended for engineering,		171,390 63
46. For agencies and other expenses, per last report,	1,019,157 41	
47. For agencies and other expenses, paid during the past year,	–	–
48. Total amount expended for agencies and other expenses,		1,019,157 41
[Total cost Albany and W. Stockbridge Railroad,]		2,388,359 22
[Total cost Hudson and Boston Railroad,]		205,838 98
49. Total cost of road and equipment,		$11,271,856 41
50. Amount of assets or property held by the corporation in addition to the cost of the road,	1,670,442 72	
[Less dividends, accrued interest, &c.,]	453,041 28	
	$1,217,401 44	
[Value of sinking funds,]	3,452,340 00	
		$4,669,741 44

CHARACTERISTICS OF ROAD.

51. Length of road,	
[Western Railroad, 117 miles, 4,248 feet; Albany and West Stockbridge, 38 miles, 1,180 feet,]	156 miles, 148 feet.
52. Length of single main track,	39 miles, 2,322 feet.
53. Length of double main track,	116 miles, 3,106 feet.
54. Length of branches owned by the Company, stating whether they have a single or double track,	
[Hudson and Boston Railroad,]	17 miles, 1,742 feet.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	10 miles, 180 feet.
56. Weight of rail, per yard, in main road,	56 to 64 lbs. per yard.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	83 feet; 1½ miles.
59. Maximum grade, with its length, in branch roads,	None.
60. Total rise and fall in main road,	4,893 feet.
61. Total rise and fall in branch roads,	559 feet.
62. Shortest radius of curvature, with length of curve, in main road,	882 feet, 490 feet long.
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degrees of curvature in main road,	6,370°
65. Total degrees of curvature in branch roads,	None.
66. Total length of straight line in main road,	62 miles, 935 feet.
67. Total length of straight line in branches,	None.
68. Aggregate length of wooden truss bridges,	6,136½ feet.
69. Aggregate length of all other wooden bridges,	None.
70. Aggregate length of iron bridges,	None.

71.	Whole length of road unfenced on both sides,	None.
72.	Number of public ways crossed at grade,	108
73.	Number of railroads crossed at grade,	3
74.	Remarks,	None.
75.	Way stations for express trains,	3
76.	Way stations for accommodation trains,	36
77.	Flag stations,	4
78.	Whole number of way stations,	40
79.	Whole number of flag stations,	4

Doings during the Year.

80.	Miles run by passenger trains,	446,022	
81.	Miles run by freight trains,	864,240	
82.	Miles run by other trains,	48,252	
83.	Total miles run,		1,358,514
84.	Number of passengers carried in the cars,	1,010,373½	
85.	Number of passengers carried one mile,	43,926,488	
86.	Number of tons of merchandise carried in the cars,	693,754	
87.	Number of tons of merchandise carried one mile,	54,190,069	
88.	Number of passengers carried one mile, to and from other roads,	31,859,736	
89.	Number of tons carried one mile, to and from other roads,	38,334,477	
90.	Rate of speed adopted for express passenger trains, including stops,	30 miles per hour.	
91.	Average rate of speed actually attained by express passenger trains, including stops and detentions,	32 miles per hour.	
92.	Rate of speed adopted for accommodation trains,	Springfield to Worcester, 28 miles; Springfield to Albany, 22 miles.	
93.	Rate of speed actually attained by accommodation trains, including stops and detentions,	25 miles per hour.	
94.	Average rate of speed actually attained by special trains, including stops and detentions,	–	
95.	Average rate of speed adopted for freight trains, including stops,	15 miles per hour.	
96.	Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	21,513,979 tons.	
97.	Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	75,866,086 tons.	

Expenditures for Working the Road.

98.	For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,		$199,856 57	
99.	For repairs of wooden bridges,		17,378 94	
100.	For wages of switchmen, average per month,	$50 00		Total,
101.	For wages of gate-keepers, average per month,	40 00		
102.	For wages of signal-men, average per month,	40 00		
103.	For wages of watchmen, average per month,	50 00		
104.	Number of men employed, exclusive of those engaged in construction,		1,628	
105.	For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)		7,941 10	

106. For repairs of fences, gates, houses for signalmen, gate-keepers, switchmen, tool-houses, .	$6,660 93	
107. Total for maintenance of way, ...		$231,837 54
Motive Power and Cars.		
108. For repairs of locomotives, ...	$139,079 21	
109. For new locomotives, to cover depreciation, .	40,000 00	
110. For repairs of passenger cars, ...	60,111 03	
111. For new passenger cars to cover depreciation, .	20,000 00	
112. For repairs of merchandise cars, . . .	179,037 07	
113. For new merchandise cars to cover depreciation,	15,000 00	
114. For repairs of gravel and other cars, . . .	–	–
115. Total for maintenance of motive power and cars,		$453,227 31
116. Number of engines, ...	78	
117. Number of passenger cars, [39 first class, second class, 6,]	45 passenger cars; also 54-234 parts of 24 first class cars.	
118. Number of baggage cars, ...	12; also 54-234 parts of 9 baggage, and 2 iron cars for express, and 3 post-office cars for governm't.	
119. Number of merchandise cars, ...	1,170	
120. Number of gravel cars, ...	62	
Miscellaneous.		
121. For fuel used by engines during the year, viz.:—		
1. Wood, number of cords, 52,425. Cost of the same, ...	$335,864 26	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 2,835. Cost of same, . .	28,313 55	
[1,995 tons coal for other uses,] . . .	15,966 21	
122. For oil used by cars and engines, . . .	56,318 28	
123. For waste and other material for cleaning, . .	14,014 87	
124. For salaries, wages, and incidental expenses, chargeable to passenger department, . .	125,430 91	
125. For salaries, wages, and incidental expenses, chargeable to freight department, . . .	380,901 82	
126. For gratuities and damages, ...	14,043 39	
127. For taxes and insurance.	238,719 17	
128. For ferries, ...	37,944 69	
129. For repairs of station buildings, aqueducts, fixtures, furniture, ...	47,387 11	
130. For renewals of iron, including laying down, .		
131. For new iron laid down, deducting the value of old iron taken up, [$186,444.57,] . . .	195,966 63	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, ...	None.	
133. For amount paid other companies as rent for use of their roads, specifying each company, . .	None.	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, ...	28,989 84	
135. Total miscellaneous, ...		$1,519,860 73
136. Total expenditures for working the road, . .		$2,204,925 58
137. Total amount of interest paid during the year, . [Int. on State loans and exchanges,] . . .	457,295 79	

	INCOME DURING THE YEAR.		
	[Exclusive of government tax,]		
138.	*For Passengers:*—		
	1. On main road, including branches owned by company,	$1,366,565 25	
	2. To and from other roads, specifying what,		
139.	*For Freight:*—		
	1. On main road, and branches owned by Co.,	1,926,220 48	
	2. To and from other connecting roads,		
140.	U. S. mails,	36,100 00	
141.	Rents, [and other sources,]	102,698 37	
142.	Total income,		$3,431,584 10
143.	Net earnings, after deducting expenses,		$1,226,658 52
	[Interest as above, $457,295.79]		
	[One per cent. to sinking funds, 50,000.00]		
	[Excise tax on dividends, 28,616.92]		
	DIVIDENDS.		
144.	10 per cent. Total,	$543,662 00	$1,079,571 56
145.	Surplus not divided,		$147,086 96
146.	Surplus last year,	863,227 12	
	[Less government tax on surplus of last year, and corrections on dividends,]	4,530 95	858,696 17
147.	Total surplus,		$1,005,783 13
	ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—		
148.	Of roads and bridges,	None.	
149.	Buildings,	None.	
150.	Engines and cars,	None.	
	MORTGAGE DEBTS.		
151.	Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	$5,319,520 00	
152.	Mortgage debt paid since last report,	None.	
153.	Increase of mortgage debt since last report,	None.	
154.	Present amount of mortgage debts,	5,319,520 00	
155.	Number of mortgages on road and franchise, or any property of the corporation,	Two, including Albany and W. Stockbridge Railroad.	

ACCIDENTS.

May 3, 1865.—John Phinney, of Russell, walking upon the track, was struck by the train and killed.

May 25.—Thomas Devine, an employee upon a wood train, was run over and killed.

July 3.—Sillman Hatch, of East Brookfield, walking upon the track, was struck by the train and killed.

July 10.—John Hartigan, an employee of the corporation, was killed by the accidental dumping of a gravel car at Palmer.

July 11.—John Carmody, an employee of the corporation, was run over by a gravel train at Wilbraham and killed.

August 20.—Jacob Chapman, of Worcester, jumped off the train at Worcester Junction, and fell under the cars, was run over and injured so that he died.

September 22.—Michael Behan, of Pittsfield, in trying to cross the track, was struck by the train and killed.

September 23.—Barney I. Boyle, of Springfield, fell from a passenger train at Chester, and was run over and killed.

October 13.—A freight train, switching in the yard at Springfield, ran over two boys who attempted to cross the track by going under the car. They died from their injuries.

C. W. CHAPIN,
JOS. STICKNEY,
WM. POLLOCK,
E. C. SHERMAN,
JONA. BOURNE, JR.,
ROB'T CAMPBELL,
IGNATIUS SARGENT,
GEO. A. SHAW,
Directors of the Western Railroad Corporation.

SUFFOLK, ss. January 2, 1866. Then personally appeared C. W. Chapin, Josiah Stickney, Wm. Pollock, E. C. Sherman, Jona. Bourne, Jr., Robert Campbell, Ignatius Sargent and Geo. A. Shaw, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me, CHAS. E. STEVENS, *Justice of the Peace.*

REPORT

OF THE

WEST STOCKBRIDGE RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$39,600 00
2. Number of shares of capital stock issued,	396	
3. Increase of capital since last report,	–	–
4. Capital paid in, per last report,	$39,600 00	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		$39,600 00
7. Funded debt, per last report,		
8. Funded debt paid since last report,		
9. Funded debt, increase of since last report,		
10. Total present amount of funded debt,		
11. Floating debt, per last report,		
12. Floating debt paid since last report,		
13. Floating debt, increase of since last report,		There is no debt.
14. Total present amount of floating debt,		
15. Total present amount of funded and floating debt,		
16. Average rate of interest per annum, paid during the year,		
17. Maximum amount of debts during the year,		
Cost of Road and Equipment.		
18. For graduation and masonry, per last report,		
19. For graduation and masonry paid during the past year,		
20. Total am't expended for graduation and masonry,		
21. For wooden bridges, per last report,		
22. For wooden bridges paid during the past year,		
23. Total amount expended for wooden bridges,		
24. Total amount expended for iron bridges, (if any,)		
25. For superstructure, including iron, per last report,		
26. For superstructure, including iron, paid during the past year,		This road has no equipment.
27. Total amount expended for superstructure, including iron,		
28. For stations, buildings and fixtures, per last report,		
29. For stations, buildings and fixtures paid during the past year,		
30. Total amount expended for stations, buildings and fixtures,		
31. For land, land-damages and fences, per last report,		
32. For land, land-damages and fences paid during the past year,		

33. Total amount expended for land, land-damages and fences,	The road has no equipment.	
34. For locomotives, per last report,		
35. For locomotives paid during the past year,		
36. Total amount expended for locomotives,		
37. For passenger and baggage cars, per last report,		
38. For passenger and baggage cars paid during the past year,		
39. Total amount expended for passenger and baggage cars,		
40. For merchandise cars, per last report,		
41. For merchandise cars paid during the past year,		
42. Total amount expended for merchandise cars,		
43. For engineering, per last report,		
44. For engineering paid during the past year,		
45. Total amount expended for engineering,		
46. For agencies and other expenses, per last report,		
47. For agencies and other expenses, paid during the past year,		
48. Total amount expended for agencies and other expenses,		
49. Total cost of road and equipment,		$39,600 nearly.
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	–	–

CHARACTERISTICS OF ROAD.

51. Length of road,	2¾ miles.	
52. Length of single main track,	–	–
53. Length of double main track,	–	–
54. Length of branches owned by the Company, stating whether they have a single or double track,	–	–
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	⅓ mile.	
56. Weight of rail, per yard, in main road,	–	–
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	–	–
58. Maximum grade, with its length, in main road,	–	–
59. Maximum grade, with its length, in branch roads,	–	–
60. Total rise and fall in main road,	–	–
61. Total rise and fall in branch roads,	–	–
62. Shortest radius of curvature, with length of curve, in main road,	–	–
63. Shortest radius of curvature, with length of curve, in branch roads,	–	–
64. Total degree of curvature in main road,	–	–
65. Total degree of curvature in branch roads,	–	–
66. Total length of straight line in main road,	–	–
67. Total length of straight line in branches,	–	–
68. Aggregate length of wooden truss bridges,	–	–
69. Aggregate length of all other wooden bridges,	–	–
70. Aggregate length of iron bridges,	–	–
71. Whole length of road unfenced on both sides,	–	–
72. Number of public ways crossed at grade,	4	
73. Number of railroads crossed at grade,	–	
74. Remarks,	–	–
75. Way stations for express trains,	–	–
76. Way stations for accommodation trains,	–	–
77. Flag stations,	–	–
78. Whole number of way stations,	–	–
79. Whole number of flag stations,	–	–

Doings during the Year.	
80. Miles run by passenger trains,	Trains run are mixed trains, freight and passenger.
81. Miles run by freight trains,	
82. Miles run by other trains,	
83. Total miles run,	2,880
84. Number of passenger carried in the cars,	– –
85. Number of passengers carried one mile,	–
86. Number of tons of merchandise carried in the cars,	–
87. Number of tons of merchandise carried one mile,	– –
88. Number of passengers carried one mile, to and from other roads,	– –
89. Number of tons carried one mile, to and from other roads,	– –
90. Rate of speed adopted for express passenger trains, including stops,	– –
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	– –
92. Rate of speed adopted for accommodation trains,	16 miles per hour.
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	– –
94. Average rate of speed actually attained by special trains, including stops and detentions,	– –
95. Average rate of speed adopted for freight trains, including stops,	– –
96. Estimated weight, in tons, of passenger cars, (not including passengers,) hauled one mile,	– –
97. Estimated weight, in tons, of merchandise cars, (not including freight,) hauled one mile,	–
Expenditures for Working the Road.	
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	– –
99. For repairs of wooden bridges,	– –
100. For wages of switchmen, average per month, $	Total, – –
101. For wages of gate-keepers, average per month,	
102. For wages of signal-men, average per month,	
103. For wages of watchmen, average per month,	
104. Number of men employed, exclusive of those engaged in construction,	– –
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	– –
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	– –
107. Total for maintenance of way,	– –
Motive Power and Cars.	
108. For repairs of locomotives,	–
109. For new locomotives, to cover depreciation,	– –
110. For repairs of passenger cars,	– –
111. For new passenger cars, to cover depreciation,	– –
112. For repairs of merchandise cars,	– –
113. For new merchandise cars, to cover depreciation,	– –
114. For repairs of gravel and other cars,	– –
115. Total for maintenance of motive power and cars,	– –
116. Number of engines,	– –
117. Number of passenger cars,	–

118. Number of baggage cars,	–	–
119. Number of merchandise cars,	–	–
120. Number of gravel cars,	–	–
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz.:—		
1. Wood, number of cords, . Cost of the same,	–	–
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . Cost of same,	–	–
122. For oil used by cars and engines,	–	–
123. For waste and other material for cleaning,	–	–
124. For salaries, wages and incidental expenses, chargeable to passenger department,	–	–
125. For salaries, wages and incidental expenses, chargeable to freight department,	–	–
126. For gratuities and damages,	–	–
127. For taxes and insurance,	–	–
128. For ferries,	–	–
129. For repairs of station buildings, aqueducts, fixtures, furniture,	–	–
130. For renewals of iron, including laying down,	–	–
131. For new iron laid down, deducting the value of old iron taken up,	–	–
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	–	–
133. For amount paid other companies, as rent for use of their roads, specifying each company,	–	–
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	$306 51	
135. Total miscellaneous,	–	–
136. Total expenditures for working the road,	–	–
137. Total amount of interest paid during the year,	–	–
INCOME DURING THE YEAR.		
138. *For Passengers:*—		
1. On main road, including branches owned by company,	–	–
2. To and from other roads, specifying what,	–	–
139. *For Freight:*—	–	–
1. On main road and branches owned by Co.,	–	–
2. To and from other connecting roads,	–	–
140. U. S. mails,	–	–
141. Rents, [and interest,]	$1,899 83	
142. Total income,		$1,899 83
143. Net earnings, after deducting expenses,		$1,593 32
DIVIDENDS.		
144. 4¼ per cent. Total,		$1,683 00
145. Surplus not divided,	None.	
146. Surplus last year,	$567 94	
147. Total surplus,		478 26
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—		
148. Of roads and bridges,	–	–
149. Buildings,	–	–
150. Engines and cars,	–	–

MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, ...	–	–
152. Mortgage debt paid since last report, . . .	–	–
153. Increase of mortgage debt since last report, .	–	–
154. Present amount of mortgage debts, . . .	–	–
155. Number of mortgages on road and franchise, or any property of the Corporation, . . .	–	–

GEO. H. POWERS,
HENRY W. TAFT,
JOSHUA T. WATERMAN,
GEO. W. KNIFFIN,
Directors of the West Stockbridge Railroad Corporation.

BERKSHIRE, ss. December 29, 1865. Then personally appeared Henry W. Taft and Joshua T. Waterman, and severally made oath to the truth of the foregoing state ment by them subscribed.

Before H. B. WELLINGTON, *Justice of the Peace.*

BERKSHIRE, ss. December 30, 1865. Then personally appeared George W. Kniffin, and made oath to the truth of the foregoing statement by him subscribed.

Before me, WM. C. SPAULDING, *Justice of the Peace.*

STATE OF NEW YORK.

COLUMBIA COUNTY, ss. Hudson, December 30, 1865. Then personally appeared George H. Powers, and made oath to the truth of the foregoing statement by him subscribed.

Before WILLIAM R. STEEL, *Justice of the Peace.*

REPORT

OF THE

WORCESTER AND NASHUA RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

1. Capital stock,		$1,141,000 00
2. Number of shares of capital stock issued,	15,222	
3. Increase of capital since last report,	Nothing.	
4. Capital paid in, per last report,		1,141,000 00
5. Capital paid in since last report,	Nothing.	
6. Total amount of capital stock paid in,		1,141,000 00
7. Funded debt, per last report,	76,000 00	
8. Funded debt paid since last report,	40,500 00	
9. Funded debt, increase of, since last report,	Nothing.	
10. Total present amount of funded debt,		35,500 00
11. Floating debt, per last report,	51,390 16	
12. Floating debt paid since last report,	51,135 66	
13. Floating debt, increase of, since last report,	62,505 00	
14. Total present amount of floating debt, [being all for unpaid dividends now due, and for dividend due January 1, 1866,]		62,759 50
15. Total present amount of funded and floating debt,		$98,259 50
16. Average rate of interest per annum paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	127,390 16	
Cost of Road and Equipment.		
18. For graduation and masonry per last report,	$464,709 66	
19. For graduation and masonry, paid during the past year,	Nothing.	
20. Total expended for graduation and masonry,		$464,709 66
21. For wooden bridges, per last report,	10,000 00	
22. For wooden bridges paid during the past year,	Nothing.	
23. Total amount expended for wooden bridges,		10,000 00
24. Total amount expended for iron bridges, (if any,)	Nothing.	
25. For superstructure, including iron, per last report,	360,000 00	
26. For superstructure, including iron paid during the past year,	Nothing.	
27. Total amount expended for superstructure, including iron,		344,239 15
28. For stations, buildings and fixtures, per last report,	60,000 00	
29. For stations, buildings and fixtures paid during the past year,	Nothing.	
30. Total amount expended for stations, buildings and fixtures,		60,000 00
31. For land, land-damages and fences, per last report,	170,448 82	
32. For land, land-damages and fences paid during the past year,	Nothing.	

33. Total amount expended for land, land-damages and fences,		$169,448 82
34. For locomotives, per last report,	$56,000 00	
35. For locomotives paid during the past year,	Nothing.	
36. Total amount expended for locomotives,		56,000 00
37. For passenger and baggage cars, per last report,	13,500 00	
38. For passenger and baggage cars paid during the past year,	Nothing.	
39. Total amount expended for passenger and baggage cars,		13,500 00
40. For merchandise cars, per last report,	46,500 00	
41. For merchandise cars paid during the past year,	Nothing.	
42. Total amount expended for merchandise cars,		46,500 00
43. For engineering, per last report,	23,739 15	
44. For engineering paid during the past year,	Nothing.	
45. Total amount expended for engineering,	–	–
46. For agencies and other expenses, per last report,	–	–
47. For agencies and other expenses paid during the past year,	–	–
48. Total amount expended for agencies and other expenses,	–	–
49. Total cost of road and equipment,		1,164,397 63
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	224,308 90	

[The construction account has been decreased during the past year, by payment of bonds of the Company, $40,500.00.]

Characteristics of Road.

51. Length of road,	45 69-100 miles.
52. Length of single main track,	45 69-100 miles.
53. Length of double main track,	76-100 miles.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	9 miles.
56. Weight of rail, per yard, in main road,	56 to 58 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	48 48-100 ft. per mile for 3 44-100 miles, and 52 8-10 ft. per mile for 800 feet.
59. Maximum grade, with its length, in branch roads,	–
60. Total rise and fall in main road,	1,151 30-100 feet.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature, with length of curve, in main road,	1,146 feet for 86-100 miles.
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degrees of curvature in main road,	2,110° 47′
65. Total degrees of curvature in branch roads,	None.
66. Total length of straight line in main road,	31 miles.
67. Total length of straight line in branches,	None.
68. Aggregate length of wooden truss bridges,	559 feet.
69. Aggregate length of all other wooden bridges,	335 feet.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	About three miles.
72. Number of public ways crossed at grade,	55
73. Number of railroads crossed at grade,	4
74. Remarks,	–
75. Way stations for express trains,	No stat'ns for express trains.

76. Way stations for accommodation trains,		13	
77. Flag stations,		1	
78. Whole number of way stations,		13	
79. Whole number of flag stations,		1	
Doings during the Year.			
80. Miles run by passenger trains,		89,740	
81. Miles run by freight trains,		117,640	
82. Miles run by other trains,		6,295	
83. Total miles run,			213,673
84. Number of passengers carried in the cars,		281,271	
85. Number of passengers carried one mile,		4,725,985	
86. Number of tons of merchandise carried in the cars,		148,070	
87. Number of tons of merchandise carried one mile,		3,709,401	
88. Number of passengers carried one mile to and from other roads,		Impossible to tell, as they are not all ticketed through.	
89. Number of tons carried one mile to and from other roads,		Not ascertained.	
90. Rate of speed adopted for express passenger trains, including stops,		Do not run express trains.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,		–	–
92. Rate of speed adopted for accommodation trains,		23 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,		35 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,		Not ascertained.	
95. Average rate of speed adopted for freight trains, including stops,		10 miles per hour.	
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile,		2,950,452	
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile,		6,598,210	
Expenditures for Working the Road.			
98. For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,		$15,628 04	
99. For repairs of wooden bridges,		587 37	
100. For wages of switchmen, average per month,	$43 50		
101. For wages of gate-keepers, average per month,	20 00		
102. For wages of signal-men, average per month,	21 50	Total, 2,814 51	
103. For wages of watchmen, average per month,	47 50		
104. Number of men employed, exclusive of those engaged in construction,		About 155	
105. For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used,)		1,280 13	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,		707 54	
107. Total for maintenance of way,			$21,017 55
Motive Power and Cars.			
108. For repairs of locomotives,		$20,348 49	
109. For new locomotives, to cover depreciation,		Nothing.	
110. For repairs of passenger cars,		7,334 06	
111. For new passenger cars, to cover depreciation,		Nothing.	
112. For repairs of merchandise cars,		9,658 10	

113. For new merchandise cars, to cover depreciation,	$5,500 00	
114. For repairs of gravel and other cars,	370 77	
115. Total for maintenance of motive power and cars.		$43,211 42
116. Number of engines,	10	
117. Number of passenger cars,	8	
118. Number of baggage cars,	4	
119. Number of merchandise cars,	152	
120. Number of gravel cars,	20	
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz.:—		
1. Wood, number of cords, 4,312. Cost of the same,	$27,860 43	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 1,285. Cost of same,	16,216 60	
122. For oil used by cars and engines,	2,250 11	
123. For waste and other material for cleaning,	436 59	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	19,926 32	
125. For salaries, wages and incidental expenses, chargeable to freight department,	27,587 63	
126. For gratuities and damages,	Nothing.	
127. For taxes and insurance,	45,283 20	
128. For ferries,	Nothing.	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	12,119 47	
130. For renewals of iron, including laying down,	16,598 71	
131. For new iron laid down, deducting the value of old iron taken up,	–	–
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	Nothing.	
133. For amount paid other companies, as rent for use of their roads, specifying each company,	Nothing.	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	15,247 37	
135. Total miscellaneous,		$183,526 43
136. Total expenditures for working the road,		$247,755 40
137. Total amount of interest paid during the year,	–	–
INCOME DURING THE YEAR.		
138. *For Passengers:*—		
1. On main road including branches owned by Company,	$185,149 28	
2. To and from other roads, specifying what,	–	–
139. *For Freight:*		
1. On main road and branches owned by company,	234,195 26	
2. To and from other connecting roads,	–	–
140. U. S. mails,	4,625 00	
141. Rents, [$1,243.00; express, $3,233.32; balance of interest account, $3,059.91,]	7,536 23	
142. Total income,		$431,505 77
143. Net earnings, after deducting expenses,	183,750 37	
DIVIDENDS.		
144. 9½ per cent. Total,		$106,554 00
145. Surplus not divided,	77,196 37	

146. Surplus last year, [$112,750.66, less paid for bonds since last report, $40,500.00,] . .	$72,250 66	
147. Total surplus, ...		$149,447 03
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—		
148. Of road and bridges, ...	–	–
149. Buildings, ...	–	–
150. Engines and cars, ...	–	–
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report, ...	$76,000 00	
152. Mortgage debt, paid since last report, . . .	40,500 00	
153. Increase of mortgage debt, since last report, .	Nothing.	
154. Present amount of mortgage debts, . . .	35,500 00	
155. Number of mortgages on road and franchise, or any property of the corporation, ...	1	

ACCIDENT.

No passenger has been injured on this road during the past year.

Thomas Callahan was found dead on the track near Groton Junction, on the morning of August 19th, having been run over by an engine the previous evening, while in a state of intoxication.

GEORGE T. RICE,
THOS. CHASE,
A. F. LAWRENCE,
JACOB FISHER,
STEPHEN SALISBURY,
FRANCIS H. DEWEY,
F. H. KINNICUTT.

Directors of the Worcester and Nashua Railroad Corporation.

WORCESTER, ss. December 26, 1865. Then personally appeared George T. Rice, Thomas Chase, A. F. Lawrence, Jacob Fisher, Stephen Salisbury, F. H. Dewey and F. H. Kinnicutt, and severally made oath to the truth of the foregoing statement by them subscribed.

Before PUTNAM W. TAFT, *Justice of the Peace.*

WORCESTER, January 1, 1866. The undersigned, commissioner of the Worcester and Nashua Railroad for Massachusetts, having examined this report, believes it to be correct, and hereby approves the same.

JOHN D. WASHBURN.

HORSE RAILROAD REPORTS,

FOR THE YEAR ENDING

November 30, 1865.

REPORT

OF THE

BOSTON AND CHELSEA RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

	CONDITION OF THE COMPANY.	
1.	Capital stock, fixed by charter,	$300,000 00
2.	Capital stock, as voted by the Company,	$110,000 00
3.	Capital stock paid in, expressed in money,	110,000 00
4.	Funded debt,	None.
5.	Floating debt, including amount of unredeemed tickets,	
6.	Total debt,	
7.	Number of mortgages on road and franchise, and amount of debt secured thereby,	
8.	Number of mortgages on any other property of the corporation, specifying the amounts,	
9.	Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	25 94
	COST OF THE RAILWAY.	
10.	Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	$110,000 00
	CHARACTERISTICS OF THE RAILWAY.	
11.	Length of railway laid with single main track,	5,189 feet.
12.	Length of railway laid with double main track,	6,302 feet.
13.	Length of branches owned by the Company, stating amount of double track, if any,	None.
14.	Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches,	862 feet.
15.	Total length of track measured as single track,	18,655 feet.
16.	Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	56 lbs., wrought iron.
17.	Maximum grade per mile, with length of grade,	148.8 feet, 240 feet.
18.	Shortest radius of curvature, with length of curve,	Radius 200 ft., length 197 ft.
19.	Total length of track paved,	The whole track is paved except Chelsea Bridge.

Cost of Equipment.		
20. Number of cars and cost,	The Company own no equipment. That used is furnished by the Lynn and Boston Railroad Company.	
21. Number of horses and cost,		
22. Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company,		
23. Cost of real estate, including buildings owned by the Company,		
24. Cost of buildings owned by the Company, on land not owned by the Company,		
25. Cost of other articles of equipment,		
26. Net amount at which the equipment stands charged on the books of the Company,		
Doings during the Year.		
27. Total number of miles run during the year,	227,024	
28. Average cost per mile run,	–	
29. Total number of passengers carried in the cars,		1,255,357
30. Total number of round trips run during the year,		28,378
31. Average number of passengers each round trip,	44 23-100	
32. Rate of speed adopted, including stops and detentions,	5½ miles per hour.	
33. Number of persons regularly employed, specifying the occupations of each,	–	
Expenditures for Working the Railway.		
34. For repairs of railway,	Reported by lessees.	
35. For repairs of equipments,		
36. For repairs of real estate,		
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer,		
38. For interest,	Nothing.	
39. For taxes and insurance, other than United States taxes,	$1,429 66	
40. For United States taxes,	370 53	
41. For rent and tolls paid other companies for use of their roads,	Reported by lessees.	
42. Amount paid other companies for the use of bridges and ferries,		
43. For provender,		
44. For loss on horses,		
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,	79 74	
46. Total expenses,		$1,879 93
Earnings.		
47. Received from passengers in cars and omnibuses, and for tickets sold,	Received by lessees.	
48. From other roads, as toll or rent for use of road,	$8,800 00	
49. From other sources, specifying from what source, in each item exceeding five hundred dollars,	–	–
50. Total earnings,		$8,800 00
51. Net earnings, after deducting expenses,	6,920 07	
52. Surplus earnings of previous year on hand,	145 87	
53. Total surplus,		25 94
54. Dividends declared during the year,	2	
55. Total percentage of dividends for the year,	6 40-100 per cent.	
56. Present surplus,	25 94	

MISCELLANEOUS.	
57. Increase during the year of capital stock, as fixed by charter,	Nothing.
58. Increase during the year of capital stock paid in,	
59. Increase of funded debt during the year,	
60. Increase of floating debt during the year,	
61. Decrease of funded debt during the year,	
62. Decrease of floating debt during the year,	
63. Increase of mortgage debt during the year,	
64. Decrease of mortgage debt during the year,	
65. Increase in cost of road during the year,	
66. Decrease in nominal cost of road,	
67. Increase in cost of equipment, during the year,	
68. Decrease in cost of equipment during the year,	
69. Increase of unredeemed tickets during the year,	
70. Decrease of unredeemed tickets during the year,	
71. Present amount of unredeemed tickets,	
72. List of accidents on road during the year,	

ESTES HOWE,
GARDINER G. HUBBARD,
JOSEPH H. CONVERSE,
JAMES W. EMERY,
Directors of the Boston and Chelsea Railway Company.

SUFFOLK, ss. January, 1866. Then personally appeared Estes Howe, Gardiner G. Hubbard, Joseph H. Converse and James W. Emery, and severally made oath that the foregoing statement by them subscribed is true, according to their best knowledge and belief.

Before J. M. PINKERTON, *Justice of the Peace.*

REPORT

OF THE

BROADWAY RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

Condition of the Company.		
1. Capital stock, fixed by charter,		$350,000 00
2. Capital stock, as voted by the Company,	$325,000 00	
3. Capital stock paid in, expressed in money,	325,000 00	
4. Funded debt,	None.	
5. Floating debt, including amount of unredeemed tickets,	7,297 42	
6. Total debt,		7,297 42
7. Number of mortgages on road and franchise, and amount of debt secured thereby,	None.	
8. Number of mortgages on any other property of the corporation, specifying the amounts,	None.	
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	724 51	
Cost of the Railway.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	$107,812 70	
Characteristics of the Railway.		
11. Length of railway laid with single main track,	7,809.50 feet.	
12. Length of railway laid with double main track,	8,039.50 feet.	
13. Length of branches owned by the Company, stating amount of double track, if any,	None.	
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	740 feet.	
15. Total length of track, measured as single track,	24,628.50 feet.	
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, [All rolled.]	22,946 feet, 55 lbs. 1,682 feet, 45 lbs.	
17. Maximum grade per mile, with length of grade,	335 ft. to a mile for 400 ft.	
18. Shortest radius of curvature, with length of curve,	33 ft. radius, 46½ ft. long.	
Total length of track paved,	All paved.	

Cost of Equipment.		
20. Number of cars, and cost, [31]	$30,225 00	
21. Number of horses, and cost, [208]	29,795 00	
22. Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company,	17,600 00	
23. Cost of real estate, including buildings owned by the Company,	97,229 54	
24. Cost of buildings owned by the Company, on land not owned by the Company,	1,500 00	
25. Cost of other articles of equipment,	40,062 50	
26. Net amount at which the equipment stands charged on the books of the Company,	216,412 04	
Doings during the Year.		
27. Total number of miles run during the year,	422,674, 2,496 feet.	
28. Average cost per mile run,	31 5-6	
29. Total number of passengers carried in the cars,	2,864,965	
30. Total number of round trips run during the year,	77,892	
31. Average number of passengers each round trip,	37	
32. Rate of speed adopted, including stops and detentions,	5 miles.	
33. Number of persons regularly employed, specifying the occupations of each, [1 president, 1 superintendent, 1 treasurer, 2 receivers, 1 starter, 1 shifter, 5 trackmen, 1 helper, 6 watchmen and feeders, 3 wood workers, 2 painters, 1 harness maker, 7 blacksmiths, 13 hostlers, 27 conductors, 27 drivers.]	99	
Expenditures for Working the Railway.		
34. For repairs of railway,	$5,426 31	
35. For repairs of equipments,	5,579 47	
36. For repairs of real estate,	291 68	
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer,	55,502 36	
38. For interest,	2,149 20	
39. For taxes and insurance, other than United States taxes,	6,848 10	
40. For United States taxes,	3,683 75	
41. For rent and tolls paid other companies for use of their roads,	Nothing.	
42. Amount paid other companies for the use of bridges and ferries,	Nothing.	
43. For provender,	43,172 28	
44. For loss on horses,	1,089 00	
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,	10,806 93	
46. Total expenses,		$134,549 08
Earnings.		
47. Received from passengers in cars and omnibuses, and for tickets sold,	$144,053 83	
48. From other roads, as toll or rent for use of road,	Nothing.	
49. From other sources, specifying from what source in each item exceeding five hundred dollars,	626 79	
50. Total earnings,		$144,680 62
51. Net earnings, after deducting expenses,	10,131 54	

52. Surplus earnings of previous year on hand,	$6,246 91
53. Total surplus,	16,378 45
54. Dividends declared during the year,	16,052 63
55. Total percentage of dividends for the year,	5½ per cent.
56. Present surplus,	325 82
MISCELLANEOUS.	
57. Increase during the year of capital stock, as fixed by charter,	$75,000 00
58. Increase during the year of capital stock paid in,	75,000 00
59. Increase of funded debt during the year,	Nothing.
60. Increase of floating debt during the year,	Nothing.
61. Decrease of funded debt during the year,	Nothing.
62. Decrease of floating debt during the year,	19,184 88
63. Increase of mortgage debt during the year,	Nothing.
64. Decrease of mortgage debt during the year,	Nothing.
65. Increase in cost of road during the year,	6,564 03
66. Decrease in nominal cost of road,	Nothing.
67. Increase in cost of equipment during the year,	65,394 25
68. Decrease in cost of equipment during the year,	Nothing.
69. Increase of unredeemed tickets during the year,	Nothing.
70. Decrease of unredeemed tickets during the year,	422 95
71. Present amount of unredeemed tickets,	59 35
72. List of accidents on road during the year,	6

ACCIDENT.

December 20, 1864.—A runaway horse, with wagon attached, came in collision with a car, and two passengers were slightly injured.

May 3, 1865.—A man stepped against a car in Beach Street, as it was passing, was knocked down, and slightly bruised.

June 17, 1865.—A little child in Beach Street ran under the car horses, and was run over by the car; afterwards died. Company and employees exonerated by coroner's jury.

August 24, 1865.—A man in alighting from his wagon in Broadway, jumped against a car in motion, and was somewhat injured.

August 31, 1865.—A boy jumped off of a car in motion without asking to have it stopped; jumped against a wagon which knocked him down, and he was run over by it.

May 4, 1865.—A pair of horses, with car pole attached, ran against a cart whose driver was sitting upon one of the shafts. Cartman thrown off, run over by cart, and injured by having one or more ribs fractured.

HENRY SOUTHER,
SAM'L G. HOWE,
GEO. H. EVERSON,
J. C. GIPSON,
MOSES COLMAN,
Directors of the Broadway Railway Company.

SUFFOLK, ss. December 8, 1865. Then personally appeared Henry Souther, S. G. Howe, George H. Everson, Moses Colman and J. C. Gipson, and severally made oath to the truth of the foregoing statement by them subscribed.

Before GEO. W. BAIL, *Justice of the Peace.*

REPORT

OF THE

CAMBRIDGE RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

	CONDITION OF THE COMPANY.	
1.	Capital stock, fixed by charter,	$750,000 00
2.	Capital stock, as voted by the Company,	$727,800 00
3.	Capital stock paid in, expressed in money,	727,800 00
4.	Funded debt,*	150,000 00
5.	Floating debt, including amount of unredeemed tickets,	93 78
6.	Total debt,	150,093 78
7.	Number of mortgages on road and franchise, and amount of debt secured thereby,	One on a part of the road to secure $160,000 of the funded debt, as above.
8.	Number of mortgages on any other property of the corporation, specifying the amounts,	
9.	Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	Reference is made to the Report of the Union Railway Company, hereto annexed.
	COST OF THE RAILWAY.	
10.	Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	$734,670 92
	CHARACTERISTICS OF THE RAILWAY.	
11.	Length of railway laid with single main track,	67,679 feet.
12.	Length of railway laid with double main track,	22,828 feet.
13.	Length of branches owned by the Company, stating amount of double track, if any,	31,511 feet, all single.
14.	Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	4,646 feet.
15.	Total length of track measured as single track,	28 miles and 1,652 feet.
16.	Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	Rolled iron, grooved, 64 and 62 lbs.; T, 33 lbs.
17.	Maximum grade per mile, with length of grade,	209 11-21 feet per mile—630 feet in length.
18.	Shortest radius of curvature, with length of curve,	40 feet, 17 feet in length.
19.	Total length of track paved,	All the main track is paved.

* The full amount of this debt is secured by the sinking fund and a guarantee fund in the hands of trustees, raised by an issue of stock.

Cost of Equipment.	
20. Number of cars and cost, ...	
21. Number of horses and cost, ...	
22. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the Company, . .	
23. Cost of real estate, including buildings owned by the Company, ...	
24. Cost of buildings owned by the Company, on land not owned by the Company, ...	
25. Cost of other articles of equipment, . . .	
26. Net amount at which the equipment stands charged on the books of the Company, . .	
Doings during the Year.	
27. Total number of miles run during the year, .	
28. Average cost per mile run, ...	
29. Total number of passengers carried in the cars, .	
30. Total number of round trips run during the year,	
31. Average number of passengers each round trip, .	
32. Rate of speed adopted, including stops and detentions, ...	
33. Number of persons regularly employed, specifying the occupations of each, ...	Reference is made to the Report of the Union Railway Company, hereto annexed.
Expenditures for Working the Railway.	
34. For repairs of railway, ...	
35. For repairs of equipments, ...	
36. For repairs of real estate, ...	
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer, . .	
38. For interest, ...	
39. For taxes and insurance, other than United States taxes, ...	
40. For United States taxes, ...	
41. For rent and tolls paid other companies for use of their roads, ...	
42. Amount paid other companies for the use of bridges and ferries, ...	
43. For provender, ...	
44. For loss on horses, ...	
45. For incidental expenses, — to include printing, president's, directors', superintendent's and treasurer's salaries, and all other expenses not herein before included, ...	
46. Total expenses, ...	
Earnings.	
47. Received from passengers in cars and omnibuses, and for tickets sold, ...	Nine per cent. on the amount of the capital, interest on the bonds, and two per cent. on the bonds for a sinking fund, from which is deducted the United States and State taxes.
48. From other roads, as toll or rent for use of road, .	
49. From other sources, specifying from what source in each item exceeding five hundred dollars, .	
50. Total earnings, ...	
51. Net earnings, after deducting expenses, . .	
52. Surplus earnings of previous year on hand, .	
53. Total surplus, ...	
54. Dividends declared during the year, . . .	
55. Total percentage of dividends for the year, . .	
56. Present surplus, ...	

MISCELLANEOUS.	
57. Increase during the year of capital stock, as fixed by charter,	Nothing.
58. Increase during the year of capital stock paid in,	
59. Increase of funded debt during the year,	
60. Increase of floating debt during the year,	
61. Decrease of funded debt during the year,	
62. Decrease of floating debt during the year,	
63. Increase of mortgage debt during the year,	
64. Decrease of mortgage debt during the year,	
65. Increase in cost of road during the year,	
66. Decrease in nominal cost of road,	
67. Increase in cost of equipment during the year,	Reference is made to the Report of the Union Railway Company, hereto annexed.
68. Decrease in cost of equipment during the year,	
69. Increase of unredeemed tickets during the year,	
70. Decrease of unredeemed tickets during the year,	
71. Present amount of unredeemed tickets,	
72. List of accidents on road during the year,	

GARDINER G. HUBBARD,
CHARLES C. LITTLE,
W. A. SAUNDERS,
R. E. DEMMON,
ESTES HOWE,
Directors of the Cambridge Railway Company.

SUFFOLK, ss. BOSTON, December 26, 1865. Then personally appeared Gardiner G. Hubbard, Charles C. Little, Wm. A. Saunders, Reuben E. Demmon and Estes Howe, and severally made oath to the truth of the foregoing statement by them subscribed.

Before J. M. PINKERTON, *Justice of the Peace.*

REPORT

OF THE

DEDHAM AND WEST ROXBURY RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

Condition of the Company.		
1. Capital stock, fixed by charter,		$130,000 00
2. Capital stock, as voted by the Company,	$41,000 00	
3. Capital stock paid in, expressed in money,	41,000 00	
4. Funded debt,	None.	
5. Floating debt, including amount of unredeemed tickets,	12,229 03	
6. Total debt,		$12,229 03
7. Number of mortgages on road and franchise, and amount of debt secured thereby,	None.	
8. Number of mortgages on any other property of the corporation, specifying the amounts,	None.	
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	None.	
Cost of the Railway.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	Road unfinished. In course of construction. Cost not fully ascertained.	
Characteristics of the Railway.		
11. Length of railway laid with single main track,	About 3¾ miles.	
12. Length of railway laid with double main track,	No double track.	
13. Length of branches owned by the Company, stating amount of double track, if any,	No branches.	
14. Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches,	About 1,000 feet.	
15. Total length of track measured as single track,	–	–
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	Wrought-iron T rails; 33 pounds to the yard.	
17. Maximum grade per mile, with length of grade,	–	–
18. Shortest radius of curvature, with length of curve,	–	–
19. Total length of track paved,	800 feet.	

Cost of Equipment.	
20. Number of cars and cost,	No equipment.
21. Number of horses and cost,	
22. Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company,	
23. Cost of real estate, including buildings owned by the Company,	
24. Cost of buildings owned by the Company, on land not owned by the Company,	
25. Cost of other articles of equipment,	
26. Net amount at which the equipment stands charged on the books of the Company,	
Doings during the Year.	
27. Total number of miles run during the year,	The road has been operated during a few monthe by the Metropolitan Railroad Company over a portion of the line.
28. Average cost per mile run,	
29. Total number of passengers carried in the cars,	
30. Total number of round trips run during the year,	
31. Average number of passengers each round trip,	
32. Rate of speed adopted, including stops and detentions,	
33. Number of persons regularly employed, specifying the occupations of each,	
Expenditures for Working the Railway.	
34. For repairs of railway,	Operated by the Metropolitan Railroad Company.
35. For repairs of equipments,	
36. For repairs of real estate,	
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,	
38. For interest,	
39. For taxes and insurance, other than United States taxes,	
40. For United States taxes,	
41. For rent and tolls paid other companies for use of their roads,	
42. Amount paid other companies for the use of bridges and ferries,	
43. For provender,	
44. For loss on horses,	
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,	
46. Total expenses,	
Earnings.	
47. Received from passengers in cars and omnibuses, and for tickets sold,	Nothing.
48. From other roads, as toll or rent for use of road,	No settlement made.
49. From other sources, specifying from what source in each item exceeding five hundred dollars,	– –
50. Total earnings,	– –
51. Net earnings, after deducting expenses,	– –
52. Surplus earnings of previous year on hand,	– –
53. Total surplus,	– –
54. Dividends declared, during the year,	– –
55. Total percentage of dividends for the year,	– –
56. Present surplus,	– –

MISCELLANEOUS.	
57. Increase during the year of capital stock, as fixed by charter,	None.
58. Increase during the year of capital stock paid in,	
59. Increase of funded debt during the year,	
60. Increase of floating debt during the year,	
61. Decrease of funded debt during the year,	
62. Decrease of floating debt during the year,	$8,770 97
63. Increase of mortgage debt during the year,	None.
64. Decrease of mortgage debt during the year,	
65. Increase in cost of road during the year,	
66. Decrease in nominal cost of road,	
67. Increase in cost of equipment during the year,	
68. Decrease in cost of equipment during the year,	
69. Increase of unredeemed tickets during the year,	
70. Decrease of unredeemed tickets during the year,	
71. Present amount of unredeemed tickets,	
72. List of accidents on road during the year,	Refer to Report of the Metropolitan Railroad Co.

B. W. THAYER,
E. C. BANFIELD,
WM. C. HIBBARD,
CHARLES EMERSON,
J. B. READ,
Directors of the Dedham and West Roxbury Railway Company.

SUFFOLK, ss. December 4, 1865. Then personally appeared B. W. Thayer, E. C. Banfield, Wm. C. Hibbard, Charles Emerson and J. B. Read, and severally made oath to the truth of the foregoing statement by them described, to the best of their knowledge and belief.

Before me, JAMES W. ROLLINS, *Justice of the Peace.*

REPORT

OF THE

LOWELL RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

CONDITION OF THE COMPANY.		
1. Capital stock, fixed by charter,		$100,000 00
2. Capital stock, as voted by the Company,	$100,000 00	
3. Capital stock paid in, expressed in money,	43,706 27	
4. Funded debt,	None.	
5. Floating debt, including amount of unredeemed tickets,	1,412 67	
6. Total debt,		1,412 67
7. Number of mortgages on road and franchise, and amount of debt secured thereby,	None.	
8. Number of mortgages on any other property of the corporation, specifying the amounts,	None.	
9. Amount of assets on hand, exclusive of the railway and equipment, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	None.	
COST OF THE RAILWAY.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	$33,706 34	
CHARACTERISTICS OF THE RAILWAY.		
11. Length of railway laid with single main track,	14,224 feet.	
12. Length of railway laid with double main track,	None.	
13. Length of branches owned by the Company, stating amount of double track, if any,	262 feet.	
14. Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches,	62 feet.	
15. Total length of track measured as single track,	11,548 feet.	
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	Rolled iron, 28½ lbs.	
17. Maximum grade per mile, with length of grade,	368¼ ft. per mile for 248 ft.	
18. Shortest radius of curvature, with length of curve,	40 ft. rad. for 62 ft. of curve.	
19. Total length of track paved,	5,701 feet.	

Cost of Equipment.		
20. Number of cars and cost, ... [6]	$5,418 17	
21. Number of horses and cost, . . . [29]	3,332 30	
22. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the Company, . .	1,263 95	
23. Cost of real estate, including buildings owned by the Company, ...	None.	
24 Cost of buildings owned by the Company, on land not owned by the Company, ...	None.	
25. Cost of other articles of equipment, . . .	1,398 18	
26. Net amount at which the equipment stands charged on the books of the Company, . .		$11,412 60
Doings during the Year.		
27. Total number of miles run during the year, .	57,760	
28. Average cost per mile run, ...	26 4-10 cents.	
29. Total number of passengers carried in the cars, .	319,875	
30. Total number of round trips run during the year,	10,502	
31. Average number of passengers each round trip, .	30 9-20	
32. Rate of speed adopted, including stops and detentions, ...	5 miles per hour.	
33. Number of persons regularly employed, specifying the occupations of each, ... [1 treasurer, 1 superintendent, 4 conductors, 4 drivers, and 3 stable-men,]	13	
Expenditures for Working the Railway.		
34. For repairs of railway, ...	In incidental expenses.	
35. For repairs of equipments, ...	$116 50	
36. For repairs of real estate, ...	Nothing.	
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer, . .	6,089 00	
38. For interest, ...	65 27	
39. For taxes and insurance, other than United States taxes, ...	602 97	
40. For United States taxes, ...	367 75	
41. For rent and tolls paid other companies for use of their roads, ...	Nothing.	
42. Amount paid other companies for the use of bridges and ferries, ...	Nothing.	
43. For provender, ...	5,828 60	
44. For loss on horses, ...	Nothing.	
45. For incidental expenses, — to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included, ...	2,198 51	
46. Total expenses, ...		$15,268 60
Earnings.		
47. Received from passengers in cars and omnibuses, and for tickets sold, ...	$14,828 52	
48. From other roads, as toll or rent for use of road, .	Nothing.	
49. From other sources, specifying from what source in each item, exceeding five hundred dollars, .	328 83	
50. Total earnings, ...		$15,157 35
51. Net earnings, after deducting expenses, . .	– .	–
52. Surplus earnings of previous year on hand, . .	765 53	
53. Total surplus, ...		654 28
54. Dividends declared during the year, . . .	None.	
55. Total percentage of dividends for the year, . .	None.	
56. Present surplus, ...	654 28	

MISCELLANEOUS.	
57. Increase during the year of capital stock, as fixed by charter, ...	Nothing.
58. Increase during the year of capital stock paid in,	$3,577 35
59. Increase of funded debt during the year, . .	None.
60. Increase of floating debt during the year, . .	None.
61. Decrease of funded debt during the year, . .	None.
62. Decrease of floating debt during the year, . .	2,177 83
63. Increase of mortgage debt during the year, . .	None.
64. Decrease of mortgage debt during the year, .	None.
65. Increase in cost of road during the year, . .	741 97
66. Decrease in nominal cost of road, . . .	Nothing.
67. Increase in cost of equipment during the year, .	392 57
68. Decrease in cost of equipment during the year, .	Nothing.
69. Increase of unredeemed tickets during the year, .	Unredeemed tickets balanced by tickets used but not yet paid for by agents.
70. Decrease of unredeemed tickets during the year, .	
71. Present amount of unredeemed tickets, . .	
72. List of accidents on road during the year, . .	None.

WM. E. LIVINGSTON,
ROB'T WOOD,
ALBERT WHEELER,
JOHN A. GOODWIN,

Majority of the Directors of the Lowell Horse Railroad Company.

MIDDLESEX, ss. January 8, 1866. Then personally appeared William E. Livingston, Albert Wheeler, Robert Wood and John A. Goodwin, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me, BENJ. GODDARD, *Justice of the Peace.*

REPORT

OF THE

LYNN AND BOSTON RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

Condition of the Company.		
1. Capital stock, fixed by charter,		$200,000 00
2. Capital stock, as voted by the Company,	$200,000 00	
3. Capital stock paid in, expressed in money,	200,000 00	
4. Funded debt,	50,000 00	
5. Floating debt, including amount of unredeemed tickets, [$2,425.15,]	54,259 29	
6. Total debt,		104,259 29
7. Number of mortgages on road and franchise and amount of debt secured thereby,	One, for $50,000 00	
8. Number of mortgages on any other property of the corporation, specifying the amounts,	None.	
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, [including $4,500 sinking fund,]	11,004 78	
[Assets in material on hand for operating the road, viz., hay, straw, iron, lumber, &c., charged to next year's account,]	6,347 86	
Cost of the Railway.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	$170,832 68	
Characteristics of the Railway.		
11. Length of railway laid with single main track,	10¾ miles.	
12. Length of railway laid with double main track,	–	–
13. Length of branches owned by the Company, stating amount of double track, if any,	1 mile—single track.	
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	4,400 feet.	
15. Total length of track measured as single track,	12½ miles.	
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	Rolled iron; one-quarter 45 lbs. per yard, three-quarters 25 lbs. per yard.	
17. Maximum grade per mile, with length of grade,	–	–
18. Shortest radius of curvature, with length of curve,	40 ft. radius; 65 ft. long.	
19. Total length of track paved,	About 2 miles.	

Cost of Equipment.			
20. Number of cars, and cost, ... [32]	$36,000 00		
21. Number of horses and cost, . . [197]	26,595 00		
22. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the Company, . .	5,100 00		
23. Cost of real estate, including buildings owned by the Company, ...	25,617 94		
24. Cost of buildings owned by the Company, on land not owned by the Company, ...	1,470 00		
25. Cost of other articles of equipment, . . .	10,123 75		
26. Net amount at which the equipment stands charged on the books of the Company, . . .	104,906 69		
Doings during the Year.			
27. Total number of miles run during the year, .	497,192		
28. Average cost per mile run, ...	32 17-100 cents.		
29. Total number of passengers carried in the cars, .	1,958,754		
30. Total number of round trips run during the year,	39,635		
31. Average number of passengers each round trip, .	49 42-100		
32. Rate of speed adopted, including stops and detentions, ...	6 miles per hour.		
33. Number of persons regularly employed, specifying the occupations of each, ... [Treasurer, superintendent, 3 foremen, 24 conductors, 24 drivers, 23 stable-men, 11 mechanics, 2 receivers, and 2 ferrymen.]	91		
Expenditures for Working the Railway.			
34. For repairs of railway, ...	$8,007 74		
35. For repairs of equipments, ...	13,149 15		
36. For repairs of real estate, ...	104 66		
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer, . .	44,811 60		
38. For interest, ...	5,049 05		
39. For taxes and insurance, other than U. S. taxes,	3,969 25		
40. For United States taxes, ...	3,402 58		
41. For rent and tolls paid other Companies for use of their roads, ...	23,695 02		
42. Amount paid other Companies for the use of bridges and ferries, ...			
43. For provender, ...	44,733 37		
44. For loss on horses, ...	809 26		
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included, ...	12,213 08		
46. Total expenses, ...		$159,944 76	
Earnings.			
47. Received from passengers in cars and omnibuses, and for tickets sold, ...	$148,146 02		
48. From other roads, as toll or rent for use of road,	Nothing.		
49. From other sources, specifying from what source in each item exceeding five hundred dollars, . [Sales manure, $1,318.04; U. S. mail, $50.00; advertising agents, $600.00,]	1,968 04		
50. Total earnings, ...		$150,114 06	
51. Net earnings, after deducting expenses, [loss,] .	9,830 70		

52. Surplus earnings of previous year on hand,	9,509 62*
53. Total surplus,	None.
54. Dividends declared during the year,	8,421 05
55. Total percentage of dividends for the year,	4 per cent. and gov't tax.
56. Present surplus, [loss,]	8,742 13
MISCELLANEOUS.	
57. Increase during the year of capital stock, as fixed by charter,	Nothing.
58. Increase during the year of capital stock paid in,	Nothing.
59. Increase of funded debt during the year,	Nothing.
60. Increase of floating debt during the year,	$36,093 39
61. Decrease of funded debt during the year,	Nothing.
62. Decrease of floating debt during the year,	Nothing.
63. Increase of mortgage debt during the year,	Nothing.
64. Decrease of mortgage debt during the year,	Nothing.
65. Increase in cost of road during the year,	11,258 63
66. Decrease in nominal cost of road,	Nothing.
67. Increase in cost of equipment during the year,	9,869 78
68. Decrease in cost of equipment during the year,	Nothing.
69. Increase of unredeemed tickets during the year.	978 11
70. Decrease of unredeemed tickets during the year,	Nothing.
71. Present amount of unredeemed tickets,	2,425 15
72. List of accidents on road, during the year,	– –

* The former treasurer, by a mistake, neglected to charge expense with two grain bills for November, 1864, amounting to $3,126.04; also the pay-roll for November, 1864, amounting to $3,603.84; making a total of $6,729.88, which amount should have been deducted from surplus; it would then have been $9,509.62.

ACCIDENTS.

July 23, 1865.—A man, in attempting to jump on the forward end of a car in Brattle Street, fell, and was run over; was taken to the hospital; had his leg amputated, and died August 1, 1865.

September 20, 1865.—A man, in jumping from a car in Chelsea, fell under the car and was run over. He died September 30, 1865.

October 7, 1865.—A Chelsea car was run into, on Chelsea bridge, by a passing hay wagon, injuring three persons.

ISAAC STEBBINS,
ASA A. BREED,
E. F. WATERS,
DEAN PEABODY,
N. W. TURNER,
PASCHAL P. P. WARE,
Directors of the Lynn and Boston Railway Company.

SUFFOLK, ss. December 30, 1865. Then personally appeared Isaac Stebbins, Asa A. Breed, E. F. Waters, Dean Peabody, N. W. Turner, Paschal P. P. Ware, and severally made oath to the truth of the foregoing statement by them subscribed.

Before WM. R. PEARMAIN, *Justice of the Peace.*

REPORT

OF THE

MALDEN AND MELROSE RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

Condition of the Company.		
1. Capital stock, fixed by charter,		$200,000 00
2. Capital stock, as voted by the company,	–	–
3. Capital stock paid in, expressed in money,	$200,000 00	
4. Funded debt,	64,451 53	
5. Floating debt, including amount of unredeemed tickets,	66,222 61	
6. Total debt,		130,674 14
7. Number of mortgages on road and franchise, and amount of debt secured thereby,	2	64,453 53*
8. Number of mortgages on any other property of the corporation, specifying the amounts,	–	–
9. Amount of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	Nothing.	
Cost of the Railway.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	$60,246 46	
Characteristics of the Railway.		
11. Length of railway laid with single main track,	18,006 feet.	
12. Length of railway laid with double main track,	None.	
13. Length of branches owned by the Company, stating amount of double track, if any,	None.	
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	1,000 feet.	
15. Total length of track measured as single track,	19,006 feet.	
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	33, 45, and 55¼ lbs., rolled iron.	
17. Maximum grade per mile, with length of grade,	264 feet per mile.	
18. Shortest radius of curvature, with length of curve,	–	–
19. Total length of track paved,	About 6,000 feet.	

* Payment of the funded debt is assumed and paid by the Middlesex Railroad Company

Cost of Equipment.		
20. Number of cars, and cost,	None.	
21. Number of horses, and cost,		
22. Cost of omnibuses, sleighs, and other vehicles,		
23. Cost of real estate, including buildings owned by the Company,		
24. Cost of buildings owned by the Company, on land not owned by the Company,		
25. Cost of other articles of equipment,		
26. Net amount at which the equipment stands charged on the books of the Company,		
Doings during the Year.		
27. Total number of miles run during the year,	62,871 miles.	
28. Average cost per mile run,	–	–
29. Total number of passengers carried in the cars,		233,274
30. Total number of round trips run during the year,		8,969
31. Average number of passengers each round trip,	26	
32. Rate of speed adopted, including stops and detentions,	6 miles.	
33. Number of persons regularly employed, specifying the occupations of each,		
[4 conductors, 4 drivers, 3 stablers, 1 watchman,]	11 persons.	
Expenditures for Working the Railway.		
34. For repairs of railway,	–	–
35. For repairs of equipments,	–	–
36. For repairs of real estate,	–	–
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,	–	–
38. For interest,	–	–
39. For taxes and insurance, other than United States taxes,	–	–
40. For United States taxes,	–	–
41. For rent and tolls paid other companies for use of their roads,	–	–
42. Amount paid other companies for the use of bridges and ferries,	–	–
43. For provender,	–	–
44. For loss on horses,	–	–
45. For incidental expenses, — to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,	–	–
46. Total expenses,	–	–
Earnings.		
47. Received from passengers in cars and omnibuses, and for tickets sold,	$24,170 78	
48. From other roads, as toll or rent for use of road,*	–	–
49. From other sources, specifying from what source in each item exceeding five hundred dollars,	–	–
50. Total earnings,	–	–

* The road owned by this Company is under lease to the Middlesex Railroad Company for the term of fifty years from the date of its charter. The lessees are to pay the interest on the mortgage bonds, and pay the bonds at maturity; and after deducting from the net profits of running their road, together with the several roads they operate, the sum of nine per cent. per annum, then to pay the balance of said net profits to this Company, until the same shall equal an annual dividend of eight per cent. on sixteen hundred and fifty-five shares of the capital stock of this Company. The road being equipped, operated and kept in repair by the Middlesex Railroad Company, reference is made to its return for replies to the interrogatories, in the blank form of return furnished by the Secretary of the Commonwealth.

51. Net earnings, after deducting expenses,	–	–
52. Surplus earnings of previous year on hand,	–	–
53. Total surplus,	–	–
54. Dividends declared, during the year,	–	–
55. Total percentage of dividends for the year,	–	–
56. Present surplus,	–	–
MISCELLANEOUS.		
57. Increase during the year of capital stock, as fixed by charter,	–	–
58. Increase during the year of capital stock paid in,	–	–
59. Increase of funded debt during the year,	–	–
60. Increase of floating debt during the year,	–	–
61. Decrease of funded debt during the year,	$2,653 50	
62. Decrease of floating debt during the year,	–	–
63. Increase of mortgage debt during the year,	–	–
64. Decrease of mortgage debt during the year,	–	–
65. Increase in cost of road during the year,	–	–
66. Decrease in nominal cost of road,	–	–
67. Increase in cost of equipment during the year,	–	–
68. Decrease in cost of equipment during the year,	–	–
69. Increase of unredeemed tickets during the year,	–	–
70. Decrease of unredeemed tickets during the year,	–	–
71. Present amount of unredeemed tickets,	–	–
72. List of accidents on road during the year,	–	–

WM. J. EAMES,
J. E. M. GILLEY,
NICHOLAS HATHEWAY,
Directors of the Malden and Melrose Railway Company.

SUFFOLK, ss. January 8, 1866. Then personally appeared Wm. J. Eames, J. E. M. Gilley and N. Hatheway, and severally made oath to the truth of the foregoing statement by them subscribed.

Before GEORGE H. FOLGER, *Justice of the Peace.*

REPORT

OF THE

MEDFORD AND CHARLESTOWN RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

	CONDITION OF THE COMPANY.	
1.	Capital stock, fixed by charter,	$200,000 00
2.	Capital stock, as voted by the Company,	$25,000 00
3.	Capital stock paid in, expressed in money,	21,000 00
4.	Funded debt,	– –
5.	Floating debt, including amount of unredeemed tickets,	– –
6.	Total debt,	– –
7.	Number of mortgages on road and franchise, and amount of debt secured thereby,	One mortgage; balance due on same, $10,000.
8.	Number of mortgages on any other property of the corporation, specifying the amounts,	
9.	Amount of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	– –
	COST OF THE RAILWAY.	
10.	Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	$36,600 00
	CHARACTERISTICS OF THE RAILWAY.	
11.	Length of railway laid with single main track,	16,258 feet.
12.	Length of railway laid with double main track,	– –
13.	Length of branches owned by the Company, stating amount of double track, if any,	– –
14.	Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches,	1,386 feet.
15.	Total length of track, measured as single track,	16,258 feet.
16.	Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	13,554 ft. at 28 lbs. per yd., T rail; 18,172 ft. at 33 lbs. per yd., T rail; 2,362 ft. at 45 lbs. per yd., street rail; 1,200 ft. at 30 lbs. per yd., street rail.

17.	Maximum grade per mile, with length of grade,	242 feet—986 feet.
18.	Shortest radius of curvature, with length of curve,	200 feet radius—96 feet length of curve.
19.	Total length of track paved,	1,781 feet.
	Cost of Equipment.	
20.	Number of cars, and cost,	Equipped and run by the Middlesex Railroad Co.
21.	Number of horses, and cost,	
22.	Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the Company,	
23.	Cost of real estate, including buildings owned by the Company,	
24.	Cost of buildings owned by the Company, on land not owned by the Company,	
25.	Cost of other articles of equipment,	
26.	Net amount at which the equipment stands charged on the books of the Company,	
	Doings during the Year.*	
27.	Total number of miles run during the year,	57,213 miles.
28.	Average cost per mile run,	– –
29.	Total number of passengers carried in the cars,	218,938
30.	Total number of round trips run during the year,	9,372
31.	Average number of passengers each round trip,	23 32-100
32.	Rate of speed adopted, including stops and detentions,	6 miles per hour.
33.	Number of persons regularly employed, (specifying the occupations of each,) [4 conductors, 4 drivers, 1 watchman, 2 stablers.]	11
	Expenditures for Working the Railway.	
34.	For repairs of railway,	Equipped and run by the Middlesex Railroad Co.
35.	For repairs of equipments,	
36.	For repairs of real estate,	
37.	For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,	– –
38.	For interest,	– –
39.	For taxes and insurance, other than United States taxes,	$232 67
40.	For United States taxes,	90 45
41.	For rent and tolls paid other companies for use of their roads,	2,040 00
42.	For amount paid other companies for the use of bridges and ferries,	– –
43.	For provender,	– –
44.	For loss on horses,	– –
45.	For incidental expenses, — to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,	– –
46.	Total expenses,	– –
	Earnings.†	
47.	Received from passengers in cars and omnibuses, and for tickets sold,	$20,193 26
48.	From other roads, as toll or rent for use of road,	– –
49.	From other sources, specifying from what source in each item, exceeding five hundred dollars,	– –

* As reported by the Middlesex Railroad Company. † Of the Middlesex Railroad Company.

50. Total earnings,	*$2,040 00	
51. Net earnings, after deducting expenses,	–	–
52. Surplus earnings of previous year on hand,	–	–
53. Total surplus,	–	–
54. Dividends declared during the year,	–	–
55. Total percentage of dividends for the year,	–	–
56. Present surplus,	–	–
MISCELLANEOUS.		
57. Increase during the year of capital stock, as fixed by charter,	–	–
58. Increase during the year of capital stock paid in,	–	–
59. Increase of funded debt during the year,	–	–
60. Increase of floating debt during the year,	$926 64	
61. Decrease of funded debt during the year,	–	–
62. Decrease of floating debt during the year,	–	–
63. Increase of mortgage debt during the year,	–	–
64. Decrease of mortgage debt during the year,	1,000 00	
65. Increase in cost of road during the year,	1,600 00	
66. Decrease in nominal cost of road,	–	–
67. Increase in cost of equipment during the year,	–	–
68. Decrease in cost of equipment during the year,	–	–
69. Increase of unredeemed tickets during the year,	–	–
70. Decrease of unredeemed tickets during the year,	–	–
71. Present amount of unredeemed tickets,	–	–
72. List of accidents on road during the year,	–	–

* The Medford and Charlestown Railroad is run by the Middlesex Railroad Company, at an annual rental of $2,040.00.

LUTHER FARWELL,
JAMES O. CURTIS,
PETER C. HALL,
WILLIAM HASKINS,
CHAS. CUMMINGS,
Directors of the Medford and Charlestown Railway Company.

MIDDLESEX, ss. January 1, 1866. Then personally appeared Luther Farwell, James O. Curtis, Peter C. Hall, William Haskins and Charles Cummings, and severally made oath to the truth of the foregoing statement by them subscribed.

Before JOHN SPARRELL, *Justice of the Peace.*

REPORT

OF THE

METROPOLITAN RAILWAY COMPANY,*

FOR THE YEAR ENDING NOVEMBER 30, 1865.

Condition of the Company.		
1. Capital stock, fixed by charter,		$1,950,000 00
2. Capital stock, as voted by the Company,	$1,250,000 00	
3. Capital stock paid in, expressed in money,	1,250,000 00	
4. Funded debt,	–	–
5. Floating debt, including amount of unredeemed tickets,	287,160 50	
6. Total debt,		287,160 50
7. Number of mortgages on road and franchise, and amount of debt secured thereby,	–	–
8. Number of mortgages on any other property of the corporation, specifying the amounts,	1	5,000 00
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	57,470 37	
Cost of the Railway.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	$892,961 70	
Characteristics of the Railway.		
11. Length of railway laid with single main track,	18 485-1,000 miles.	
12. Length of railway laid with double main track,	7 miles.	
13. Length of branches owned by the Company, stating amount of double track, if any,	8 261-1,000 miles.	
14. Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches,	2 426-1,000 miles.	
15. Total length of track measured as single track,	42 218-1,000 miles.	
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, [31 745-1,000 miles, 55 lbs. per yard; 8 800-1,000 miles, 33 lbs.; 1 278-1,000 miles, 28 lbs.; 393-1,000 miles, strap rail.]	28 to 55 lbs., wrought.	

* For contracts between Metropolitan and Middlesex Railroad Companies, and between Metropolitan Railroad Company and Jacob H. Hathorne, see Appendix (B and C.)

17. Maximum grade per mile, with length of grade, .	251 59-100 feet for 400 feet.	
18. Shortest radius of curvature, with length of curve, ...	46 feet.	
19. Total length of track paved, ...	29 516-1,000	
Cost of Equipment.		
20. Number of cars and cost, . . . [151*]	$140,472 94	
21. Number of horses and cost, . . . [840]	104,520 69	
22. Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company, . .	55,860 84	
23. Cost of real estate, including buildings owned by the Company, ...	243,798 80	
24. Cost of buildings owned by the Company, on land not owned by the Company, ...	13,922 36	
25. Cost of other articles of equipment, . . .	40,570 22	
26. Net amount at which the equipment stands charged on the books of the Company, . .	599,145 85	
Doings during the Year.		
27. Total number of miles run during the year, .		1,986,585
28. Average cost per mile run, ...	34 92-100	
29. Total number of passengers carried in the cars, .		11,263,118
30. Total number of round trips run during the year,		293,799
31. Average number of passengers each round trip, .	38	
32. Rate of speed adopted, including stops and detentions, ...	5 to six miles.	
33. Number of persons regularly employed, specifying the occupations of each, ... [President, treasurer, secretary, solicitor, general superintendent, superintendent of construction, superintendent of horses, 4 road-masters, 8 clerks, 79 mechanics, 106 conductors, 107 drivers, 52 hostlers, 21 watchmen, 3 millers, 8 starters, 12 feeders, 12 switchmen, 7 shifters, 7 harness-cleaners, 10 helpers, 24 pavers, 16 trackmen, 2 teamsters, 1 special police, 1 messenger.]	487	
Expenditures for Working the Railway.		
34. For repairs of railway, ...	$26,423 33	
35. For repairs of equipments, ...	38,188 39	
36. For repairs of real estate, ...	4,261 61	
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer, . .	244,783 03	
38. For interest, ...	24,107 01	
39. For taxes and insurance, other than United States taxes, [$24,163.80,]	43,615 40†	
40. For United States taxes, [$19,451.60,] . .		
41. For rent and tolls paid other companies for use of their roads, ...	405 64	
42. Amount paid other companies for the use of bridges and ferries, ...	5,966 54	
43. For provender, ...	190,531 69	
44. For loss on horses,‡	15,584 15	
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included, ...	99,877 95	
46. Total expenses, ...		$693,744 74

* Of the cars, four are steam, or dummy engine, cars. † Not including taxes paid on materials.

‡ This amount does not more than equal the increased value of the stock of horses since last year.

Earnings.		
47. Received from passengers in cars and omnibuses, and for tickets sold,	$637,689 23	
48. From other roads, as toll or rent for use of road,	2,763 74	
49. From other sources, specifying from what source, in each item exceeding five hundred dollars,	11,149 78	
50. Total earnings,		$651,602 75
51. Net earnings, after deducting expenses,	31,703 42	
52. Surplus earnings of previous year on hand,	–	–
53. Total surplus,	–	–
54. Dividends declared during the year,	$30,000 00	
55. Total percentage of dividends for the year,	3 per cent.	
56. Present surplus,	–	–
Miscellaneous.		
57. Increase during the year of capital stock, as fixed by charter,	–	–
58. Increase during the year of capital stock paid in,	$73,925 00	
59. Increase of funded debt during the year,	–	–
60. Increase of floating debt during the year,	68,673 15	
61. Decrease of funded debt during the year,	–	–
62. Decrease of floating debt during the year,	–	–
63. Increase of mortgage debt during the year,	–	–
64. Decrease of mortgage debt during the year,	–	–
65. Increase in cost of road during the year,	20,030 33	
66. Decrease in nominal cost of road,	–	–
67. Increase in cost of equipment, during the year,	51,926 10	
68. Decrease in cost of equipment during the year,	–	–
69. Increase of unredeemed tickets during the year,	–	–
70. Decrease of unredeemed tickets during the year,	8,505 25	
71. Present amount of unredeemed tickets,	8,777 72	
72. List of accidents on road during the year,	–	–

Accidents.

1864.—A man in attempting to jump on to the front platform of a car while in motion, fell and was slightly injured.

January 6, 1865.—A man, in attempting to leap on to the front platform of a car in motion, fell and was a little bruised.

January 6.—A small boy jumped backwards from a sidewalk directly against the horses of a passing sleigh, and was slightly injured.

January 18.—A man was brushed from the fender of a sleigh in passing a hack, and slightly injured.

February 2.—A man, somewhat intoxicated, fell from a coach and was somewhat injured.

February 4.—A man, standing on a fender of a sleigh, was brushed off in passing a lamp-post.

February 4.—A lady, in jumping from a coach, was slightly injured.

March 19.—A very young child, unattended, ran directly in front of the horses attached to a car and was fatally injured.

March 23.—A man, while in a fit, fell from the platform of a car and was slightly injured.

April 15.—A child was slightly injured by running under the horses attached to a car.

April 18.—A child, 21 months old, unattended, run across the street just as a car was passing, by which she lost a leg.

April 24.—A man carelessly ran with his team against a car and was slightly injured.

April 24.—A lady backed her buggy against a car and was thrown out and slightly bruised.

April 26.—A very young child ran under the horses attached to a car and was slightly injured.

May 14.—Several young boys jumped on to the front platform of a car to steal a ride, and in jumping off one of them was fatally injured by the car passing over him.

May 31, 1865.—A child, six years old, ran directly under the wheels of a car and was fatally injured.

June 7.—A lady was slightly injured in falling from a carriage, the horse attached thereto becoming frightened at a passing dummy car.

June 8.—A man fell from the front platform of a car and was slightly injured.

June 9.—A small boy, unobserved by the conductor, while pushing a car across a gap in the road, fell and was slightly injured.

June 14.—A small boy, who was stealing a ride on the front platform of a car, was slightly injured in jumping off.

July 15.—A team came in collision with a car by which the driver of the team was slightly injured.

August 18.—A small boy jumped on to the front platform of a car in motion, to sell his newspapers, and in leaving the car fell and injured his foot.

September 5.—An express wagon came in collision with a car by which the driver of the wagon was very slightly injured.

October 9.—A man was pushed from the platform of a car in motion and the car passed over his arm which had to be amputated.

October 17.—A young child run directly under the horses attached to a car and was fatally injured. The child was irrational and had been for years.

JOHN H. BLAKE,
CHARLES O. ROGERS,
E. H. DERBY,
OLIVER BREWSTER,
JOHN R. BLAKE,
WILLIAM HENDRY,
HAYWARD P. CUSHING,
LIBERTY BIGELOW,
Directors of the Metropolitan Railway Company.

Suffolk, ss. December 15, 1865. Then personally appeared John H. Blake, E. H. Derby, Oliver Brewster, John R. Blake, William Hendry, Hayward P. Cushing, Liberty Bigelow, and severally made oath to the truth of the foregoing statement by them subscribed.

Before JOHN L. ANDREWS, *Justice of the Peace.*

REPORT

OF THE

MIDDLESEX RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

Condition of the Company.		
1. Capital stock, fixed by charter,		$400,000 00
2. Capital stock, as voted by the Company,	$400,000 00	
3. Capital stock paid in, expressed in money,	400,000 00	
4. Funded debt,	32,000 00	
5. Floating debt, including amount of unredeemed tickets, [tickets, $1,058.62,]	75,952 51	
6. Total debt,	–	–
7. Number of mortgages on road and franchise, and amount of debt secured thereby, [$32,000 only issued,]	One—$100,000 00	
8. Number of mortgages on any other property of the corporation, specifying the amounts, [Two on real estate, $4,000 and $6,000 each; $60,000 bonds of Malden and Melrose Railroad Company, the payment of which was assumed by this Company, now reduced by sinking fund to $49,451.55,—a reduction during the year of $2,220.75.]	Two on real estate—$6,000 and $4,000.	
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	66,449 08	
Cost of the Railway.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	$362,077 88	
Characteristics of the Railway.		
11. Length of railway laid with single main track,	616 ft.	Length of road, 2 384-1,000 mls.
12. Length of railway laid with double main track,	11,972 ft.	
13. Length of branches owned by the Company, stating amount of double track, if any,	Bunker Hill Branch, 4,431 ft. single track, 1,191 ft. double track. Somerville Branch, 2,276 ft., single.	

14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	1,812 feet.
15. Total length of track, measured as single track,	37,107 feet.
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	27,438 ft. wrought rail, 56 lbs. per yd.; 5,331 ft. wrought rail, 42 lbs. per yd.; 1,558 ft. cast rail, 80 lbs. per yd.; 2,730 ft. flat and grooved rail.
17. Maximum grade per mile, with length of grade,	251 feet, 400 feet.
18. Shortest radius of curvature, with length of curve,	36 feet, 48 feet.
19. Total length of track paved,	All paved.
Cost of Equipment.	
20. Number of cars, and cost, [41]	$30,329 72
21. Number of horses, and cost, [255]	35,700 00
22. Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company,	9,281 54
23. Cost of real estate, including buildings owned by the Company,	19,277 24
24. Cost of buildings owned by the Company, on land not owned by the Company,	14,776 51
25. Cost of other articles of equipment,	15,998 69
26. Net amount at which the equipment stands charged on the books of the Company,	125,363 70
Doings during the Year.	
27. Total number of miles run during the year,	532,908
28. Average cost per mile run,	32 30-100
29. Total number of passengers carried in the cars,	2,812,629
30. Total number of round trips run during the year,	89,321
31. Average number of passengers each round trip,	31 49-100
32. Rate of speed adopted, including stops and detentions,	5 miles per hour.
33. Number of persons regularly employed, specifying the occupations of each, [President, treasurer, solicitor, 3 clerks, 2 overseers of stables, 26 conductors, 26 drivers, 2 shifters, 3 mechanics, (car shop,) 2 painters, 6 blacksmiths, 2 watchmen, 24 hostlers, 3 switchmen, 6 road men, 1 harness maker, 1 harness cleaner.]	110
Expenditures for Working the Railway.	
34. For repairs of railway,	$3,892 95
35. For repairs of equipments,	15,879 06
36. For repairs of real estate,	625 20
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer,	49,464 94
38. For interest,	7,056 17
39. For taxes and insurance, other than United States taxes,	5,376 39
40. For United States taxes,	4,366 53
41. For rent and tolls paid other companies for use of their roads,	1,486 18
42. Amount paid other companies for the use of bridges and ferries,	325 00
43. For provender,	56,149 58
44. For loss on horses,	4,365 00

45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,	$23,318 04	
46. Total expenses,	172,305 04	
EARNINGS.		
47. Received from passengers in cars and omnibuses, and for tickets sold,	$170,121 04	
48. From other roads, as toll or rent for use of road,	3,091 40	
49. From other sources, specifying from what source in each item exceeding five hundred dollars, [manure,]	1,669 87	
50. Total earnings,		$174,882 31
51. Net earnings, after deducting expenses,	2,257 27	
52. Surplus earnings of previous year on hand,	432 09	
53. Total surplus,		2,689 36
54. Dividends declared during the year,	None.	
55. Total percentage of dividends for the year,	None.	
56. Present surplus,	2,689 36	
MISCELLANEOUS.		
57. Increase during the year of capital stock, as fixed by charter,	Nothing.	
58. Increase during the year of capital stock paid in,	Nothing.	
59. Increase of funded debt during the year,	$1,000 00	
60. Increase of floating debt during the year,	Nothing.	
61. Decrease of funded debt during the year,	Nothing.	
62. Decrease of floating debt during the year,	28,665 01	
63. Increase of mortgage debt during the year,	6,000 00	
64. Decrease of mortgage debt during the year,	None.	
65. Increase in cost of road during the year,	None.	
66. Decrease in nominal cost of road,	225 75	
67. Increase in cost of equipment during the year,	None.	
68. Decrease in cost of equipment during the year,	1,277 79	
69. Increase of unredeemed tickets during the year,	None.	
70. Decrease of unredeemed tickets during the year,	26 11	
71. Present amount of unredeemed tickets,	1,058 62	
72. List of accidents on road during the year,	–	–

ACCIDENTS.

July 23.—A boy jumped off a car while in motion without giving notice, fell, the wheel passed over his leg, and it was broken.

October 21.—A little boy, having crossed the streets in front of a car, attempted to recross, slipped on the rail, fell, and the wheel passed over his hand.

E. C. EMERSON,
CHARLES EDWARD POWERS,
WM. H. KENT,
L. B. STONE,
LUTHER FARWELL,
CALEB RAND,
JAMES BECK,

Directors of the Middlesex Railway Company.

SUFFOLK, ss. January 3, 1866. Then personally appeared E. C. Emerson, Chas. Edward Powers, Wm. H. Kent, L. B. Stone, Luther Farwell, Caleb Rand and James Beck, and severally made oath that the foregoing statement by them subscribed is true, to the best of their knowledge and belief.

Before me, LINUS CHILD, *Justice of the Peace.*

REPORT

OF THE

QUINCY RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

	CONDITION OF THE COMPANY.	
1.	Capital stock, fixed by charter,	$150,000 00
2.	Capital stock, as voted by the Company,	$120,000 00
3.	Capital stock paid in, expressed in money,	71,600 00
4.	Funded debt,	58,400 00
5.	Floating debt, including amount of unredeemed tickets,	56,500 00
6.	Total debt,	114,900 00
7.	Number of mortgages on road and franchise, and amount of debt secured thereby,	$50,000 on road and franchise.
8.	Number of mortgages on any other property of the corporation, specifying the amounts,	$38,000 on land and buildings in Dorchester; $46,000 on houses and land in Quincy.
9.	Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	29,325 00
	COST OF THE RAILWAY.	
10.	Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	$77,640.16—the total cost as per last report, $75,775 and permanent improvements, $1,864.41.
	CHARACTERISTICS OF THE RAILWAY.	
11.	Length of railway laid with single main track,	5 689-1,000 miles.
12.	Length of railway laid with double main track,	None.
13.	Length of branches owned by the Company, stating amount of double track, if any,	None.
14.	Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches,	356-1,000
15.	Total length of track measured as single track,	6 miles 45-1,000
16.	Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	Rolled iron, 34 and 36 lbs.
17.	Maximum grade per mile, with length of grade,	280 ft. for distance of 200 ft.
18.	Shortest radius of curvature, with length of curve,	120 radius, 40 feet long.
19.	Total length of track paved,	None.

Cost of Equipment.		
20. Number of cars and cost, [9]		
21. Number of horses and cost, [60]		
22. Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company,		
23. Cost of real estate, including buildings owned by the Company,		
24. Cost of buildings owned by the Company, on land not owned by the Company,		
25. Cost of other articles of equipment,		
26. Net amount at which the equipment stands charged on the books of the Company,		Originally furnished by contract, including cars, horses, harnesses, &c., for the sum of $31,000. There has since been expended for new stable and other buildings, viz.: eight dwelling-houses for operatives of the road, and blacksmith's shop, horses, snow-plough, gravel car, sleighs, and in the purchase of two dummy engines, $45,592.61, making cost of equipment, $75,592.61.
Doings during the Year.		
27. Total number of miles run during the year,		107,460
28. Average cost per mile run,		29 1-5 nearly.
29. Total number of passengers carried in the cars,		254,944
30. Total number of round trips run during the year,		5,373
31. Average number of passengers each round trip,		47⅓
32. Rate of speed adopted, including stops and detentions,		7 miles.
33. Number of persons regularly employed, specifying the occupations of each,		President, treasurer, superintendent, clerk, 6 conductors, 6 drivers, 10 stable-men, 2 blacksmiths and 1 carpenter.
Expenditures for Working the Railway.		
34. For repairs of railway,	$1,000 00	
35. For repairs of equipments,	2,455 84	
36. For repairs of real estate,	131 20	
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,	12,478 46	
38. For interest,	1,633 95	
39. For taxes and insurance, other than United States taxes,	463 09	
40. For United States taxes,	574 86	
41. For rent and tolls paid other companies for use of their roads,	1,050 00	
42. Amount paid other companies for the use of bridges and ferries,	None.	
43. For provender,	10,138 60	
44. For loss on horses,	None.	
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included, [$1,437.16, and $1,624.27 law expenses,]	3,061 43	
46. Total expenses,		$32,987 43
Earnings.		
47. Received from passengers in cars and omnibuses, and for tickets sold,	$29,871 76	
48. From other roads, as toll or rent for use of road,	None.	
49. From other sources, specifying from what source in each item exceeding five hundred dollars, [Rents, $684.87; sundries, $662.63; profit on horses sold, $1,364.50.]	2,712 00	

50. Total earnings,		$32,583 37
51. Net earnings, after deducting expenses,	None.	
52. Surplus earnings of previous year on hand,	None.	
53. Total surplus,	None.	
54. Dividends declared, during the year,	None.	
55. Total percentage of dividends for the year,	None.	
56. Present surplus,	None.	
MISCELLANEOUS.		
57. Increase during the year of capital stock, as fixed by charter,	None.	
58. Increase during the year of capital stock paid in,	None.	
59. Increase of funded debt during the year,	$2,866 48	
60. Increase of floating debt during the year,	16,363 60	
61. Decrease of funded debt during the year,	933 52	
62. Decrease of floating debt during the year,	–	–
63. Increase of mortgage debt during the year,	2,866 00	
64. Decrease of mortgage debt during the year,	933 52	
65. Increase in cost of road during the year,	1,864 41	
66. Decrease in nominal cost of road,	None.	
67. Increase in cost of equipment during the year,	19,245 91	
68. Decrease in cost of equipment during the year,	–	–
69. Increase of unredeemed tickets during the year,	–	–
70. Decrease of unredeemed tickets during the year,	–	–
71. Present amount of unredeemed tickets,	–	–
72. List of accidents on road during the year,	–	–

JOHN I. GLOVER,
WM. DEHON,
PETER BUTLER,
Directors of the Quincy Railway Company.

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ss. December 9, 1865. Then personally appeared John I. Glover, Wm. Dehon and Peter Butler, (George Eaton, the other Director, being absent, and severally made oath to the truth of the foregoing statement by them subscribed.)

Before JOHN D. BRYANT, *Justice of the Peace.*

REPORT

OF THE

SALEM AND SOUTH DANVERS RAILROAD COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

Condition of the Company.		
1. Capital stock, fixed by charter,		$150,000 00
2. Capital stock, as voted by the Company,	$150,000 00	
3. Capital stock paid in, expressed in money,	150,000 00*	
4. Funded debt,	16,600 00	
5. Floating debt, including amount of unredeemed tickets,	13,059 25	
6. Total debt,		29,659 25
7. Number of mortgages on road and franchise, and amount of debt secured thereby, [One mortgage and supplementary mortgage to secure bonds for $35,000.00.]	–	–
8. Number of mortgages on any other property of the corporation, specifying the amounts,	One—$1,800.00 on house and lot.	
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	5,802 35	
Cost of the Railway.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	$176,093 32	
Characteristics of the Railway.		
11. Length of railway laid with single main track,	6¾ miles.	
12. Length of railway laid with double main track,	None.	
13. Length of branches owned by the Company, stating amount of double track, if any,	–	–
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	2,100 feet.	
15. Total length of track measured as single track,	7 15-100 miles.	
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	71 lbs. and 45 lbs.; cast iron.	
17. Maximum grade per mile, with length of grade,	190 ft. per mile; ⅛ of a mile.	
18. Shortest radius of curvature, with length of curve,	50 ft. for distance of 75 feet.	
19. Total length of track paved,	4,020 feet.	

* Included in original contract. See No. 10.

Cost of Equipment.	
20. Number of cars and cost,	16 cars.*
21. Number of horses and cost,	52 horses.*
22. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the Company,	– –
23. Cost of real estate, including buildings owned by the Company,	Assessed for $13,000.*
24. Cost of buildings owned by the Company, on land not owned by the Company,	None.
25. Cost of other articles of equipment,	– –
26. Net amount at which the equipment stands charged on the books of the Company,	Included in No. 10.*
Doings during the Year.	
27. Total number of miles run during the year,	129,791
28. Average cost per mile run,	26 3-10 cents.
29. Total number of passengers carried in the cars,	655,154
30. Total number of round trips run during the year,	15,592
31. Average number of passengers each round trip,	42
32. Rate of speed adopted, including stops and detentions,	About 5 miles per hour.
33. Number of persons regularly employed, specifying the occupations of each, [9 drivers, 3 conductors, 5 hostlers, 3 track clearers, 1 carpenter, 2 blacksmiths, 1 superintendent, 1 treasurer, 1 receiver, 1 watchman, 1 starter, 1 car cleaner.]	29
Expenditures for Working the Railway.	
34. For repairs of railway,	$252 93
35. For repairs of equipments,	2,319 23
36. For repairs of real estate,	– –
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer,	9,537 72
38. For interest,	1,678 11
39. For taxes and insurance, other than United States taxes,	1,595 13
40. For United States taxes,	901 34
41. For rent and tolls paid other companies for use of their roads,	– –
42. Amount paid other companies for the use of bridges and ferries,	– –
43. For provender,	11,460 73
44. For loss on horses,	– –
45. For incidental expenses, — to include printing, president's, directors', superintendent's and treasurer's salaries, and all other expenses not herein before included,	6,388 15
46. Total expenses,	34,133 34
Earnings.	
47. Received from passengers in cars and omnibuses, and for tickets sold,	$33,597 02
48. From other roads, as toll or rent for use of road,	– –
49. From other sources, specifying from what source in each item exceeding five hundred dollars,	Rent, $407 50 Manure, 1,099 30 Horses, 1,004 60
50. Total earnings,	$36,108 42
51. Net earnings, after deducting expenses,	1,975 08

* Included in original contract. See No. 10.

52. Surplus earnings of previous year on hand,	–	–
53. Total surplus,		$1,975 08
54. Dividends declared during the year,	None.	
55. Total percentage of dividends for the year,	–	–
56. Present surplus,	$1,975 08	
MISCELLANEOUS.		
57. Increase during the year of capital stock, as fixed by charter,	–	–
58. Increase during the year of capital stock paid in,	–	–
59. Increase of funded debt during the year,	$16,600 00*	
60. Increase of floating debt during the year,	–	–
61. Decrease of funded debt during the year,	–	–
62. Decrease of floating debt during the year,	24,240 73†	
63. Increase of mortgage debt during the year, [Mortgage to trustees to secure the bonds of the Company to the amount of $35,000.00.]	–	–
64. Decrease of mortgage debt during the year,	–	–
65. Increase in cost of road during the year,	2,112 08	
66. Decrease in nominal cost of road,	–	–
67. Increase in cost of equipment during the year,	–	–
68. Decrease in cost of equipment during the year,	–	–
69. Increase of unredeemed tickets during the year,	–	–
70. Decrease of unredeemed tickets during the year,	333 93	
71. Present amount of unredeemed tickets,	1,463 07	
72. List of accidents on road during the year,	None.	

* The bonds have been sold at an average of 93 1-3 per cent.

† The floating debt, represented in the last annual return as $25,800.00, was increased, by subsequent investigation, to $38,403.71. It now stands as in No. 5.

ABNER C. GOODELL, JR.,
GEO. D. PHIPPEN,
W. MACK,

Majority of Directors of the Salem and South Danvers Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. December 30, 1865. Then personally appeared Abner C. Goodell, Jr., George D. Phippen and William Mack, and severally made oath to the truth of the foregoing statement by them subscribed.

Before J. VINCENT BROWNE, *Justice of the Peace.*

REPORT

OF THE

SOMERVILLE [HORSE] STREET RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

	CONDITION OF THE COMPANY.	
1.	Capital stock, fixed by charter,	$100,000 00
2.	Capital stock, as voted by the Company,	$50,000 00
3.	Capital stock paid in, expressed in money,	50,000 00
4.	Funded debt,	None.
5.	Floating debt, including amount of unredeemed tickets,	None.
6.	Total debt,	None.
7.	Number of mortgages on road and franchise and amount of debt secured thereby,	None.
8.	Number of mortgages on any other property of the corporation, specifying the amounts,	None.
9.	Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	Real estate valued at $1,000.
	COST OF THE RAILWAY.	
10.	Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	$50,000 00
	CHARACTERISTICS OF THE RAILWAY.	
11.	Length of railway laid with single main track,	14,130 feet.
12.	Length of railway laid with double main track,	None.
13.	Length of branches owned by the Company, stating amount of double track, if any,	None.
14.	Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	598 feet.
15.	Total length of track measured as single track,	14,278 feet.
16.	Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	28 lbs., rolled.
17.	Maximum grade per mile, with length of grade,	Nominal—cannot state exactly.
18.	Shortest radius of curvature, with length of curve,	188 feet—75 feet.
19.	Total length of track paved,	None.

Cost of Equipment.	
20. Number of cars, and cost,	The road is operated by Middlesex and Union Railway Companies.
21. Number of horses and cost,	
22. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the Company,	
23. Cost of real estate, including buildings owned by the Company,	$1,000 00
24. Cost of buildings owned by the Company, on land not owned by the Company,	Road operated by Middlesex and Union Railway Companies.
25. Cost of other articles of equipment,	
26. Net amount at which the equipment stands charged on the books of the Company,	
Doings during the Year.	
27. Total number of miles run during the year,	48,648 miles, Milk S't line, 18,675 miles, Webster Avenue line.
28. Average cost per mile run,	– –
29. Total number of passengers carried in the cars,	272,911
30. Total number of round trips run during the year,	19,991
31. Average number of passengers each round trip,	13 65-100
32. Rate of speed adopted, including stops and detentions,	6½ miles.
33. Number of persons regularly employed, specifying the occupations of each,	– –
Expenditures for Working the Railway.	
34. For repairs of railway,	
35. For repairs of equipments,	
36. For repairs of real estate,	
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,	
38. For interest,	
39. For taxes and insurance, other than U. S. taxes,	
40. For United States taxes,	All expenses are paid by lessees.
41. For rent and tolls paid other Companies for use of their roads,	
42. Amount paid other Companies for the use of bridges and ferries,	
43. For provender,	
44. For loss on horses,	
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,	
46. Total expenses,	
Earnings.	
47. Received from passengers in cars and omnibuses, and for tickets sold,	
48. From other roads, as toll or rent for use of road,	
49. From other sources, specifying from what source in each item exceeding five hundred dollars,	Five per cent. on the capital stock of the company, paid by Middlesex Railroad Company.
50. Total earnings,	
51. Net earnings, after deducting expenses,	
52. Surplus earnings of previous year on hand,	
53. Total surplus,	
54. Dividends declared during the year,	
55. Total percentage of dividends for the year,	
56. Present surplus,	

MISCELLANEOUS.	
57. Increase during the year of capital stock, as fixed by charter,	Nothing.
58. Increase during the year of capital stock paid in,	
59. Increase of funded debt during the year,	
60. Increase of floating debt during the year,	
61. Decrease of funded debt during the year,	
62. Decrease of floating debt during the year,	
63. Increase of mortgage debt during the year,	
64. Decrease of mortgage debt during the year,	
65. Increase in cost of road during the year,	
66. Decrease in nominal cost of road,	
67. Increase in cost of equipment during the year,	
68. Decrease in cost of equipment during the year,	
69. Increase of unredeemed tickets during the year.	
70. Decrease of unredeemed tickets during the year,	
71. Present amount of unredeemed tickets,	
72. List of accidents on road, during the year,	

CHARLES EDWARD POWERS,
S. E. SEWALL,
R. E. DEMMON,
GEO. O. BRASTOW,
ENOCH ROBINSON,
Directors of the Somerville Horse Railroad Company.

SUFFOLK, ss. January 3, 1866. Then personally appeared R. E. Demmon, George O. Brastow, Enoch Robinson and Samuel E. Sewall, and severally made oath that the foregoing statement by them subscribed is true, to the best of their knowledge and belief.

Before me, CHAS. E. POWERS, *Justice of the Peace.*

SUFFOLK, ss. January 3, 1866. Then personally appeared Charles Edward Powers, and made oath that the foregoing statement by him subscribed is true, to the best of his knowledge and belief.

Before me, LINUS CHILD, *Justice of the Peace.*

REPORT

OF THE

STONEHAM STREET RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

	CONDITION OF THE COMPANY.	
1.	Capital stock, fixed by charter,	$50,000 00
2.	Capital stock, as voted by the Company,	$33,000 00
3.	Capital stock paid in, expressed in money,	33,000 00
4.	Funded debt,	None.
5.	Floating debt, including amount of unredeemed tickets,	None.
6.	Total debt,	None.
7.	Number of mortgages on road and franchise, and amount of debt secured thereby,	None.
8.	Number of mortgages on any other property of the corporation, specifying the amounts,	None.
9.	Amount of assets on hand, exclusive of the railway and equipment, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	None.
	COST OF THE RAILWAY.	
10.	Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	$31,000 00
	CHARACTERISTICS OF THE RAILWAY.	
11.	Length of railway laid with single main track,	2½ miles.
12.	Length of railway laid with double main track,	None.
13.	Length of branches owned by the Company, stating amount of double track, if any,	None.
14.	Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches,	100 feet.
15.	Total length of track measured as single track,	2½ miles.
16.	Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	33 lbs., rolled.
17.	Maximum grade per mile, with length of grade,	6-100, length 100 feet.
18.	Shortest radius of curvature, with length of curve,	120, length 121 feet.
19.	Total length of track paved,	None.

Cost of Equipment.		
20. Number of cars and cost, ... [3]	$2,775 00	
21. Number of horses and cost, . . . [10]	1,300 00	
22. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the Company, . .	300 00	
23. Cost of real estate, including buildings owned by the Company, ...	1,000 00	
24 Cost of buildings owned by the Company, on land not owned by the Company, ...	1,000 00	
25. Cost of other articles of equipment, . . .	425 00	
26. Net amount at which the equipment stands charged on the books of the Company, . .	5,800 00	
Doings during the Year.		
27. Total number of miles run during the year, .	20,345 miles.	
28. Average cost per mile run, ...	35¼ cents.	
29. Total number of passengers carried in the cars, .	92,367	
30. Total number of round trips run during the year,	4,069	
31. Average number of passengers each round trip, .	22¾	
32. Rate of speed adopted, including stops and detentions, ...	7½ miles per hour.	
33. Number of persons regularly employed, specifying the occupations of each, ...	1 driver, 1 conductor, 1 stable-man.	
Expenditures for Working the Railway.		
34. For repairs of railway, ...	$698 45	
35. For repairs of equipments, ...	883 39	
36. For repairs of real estate, ...	588 12	
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer, . .	,770 60	
38. For interest, ...	None.	
39. For taxes and insurance, other than United States taxes, ...	318 30	
40. For United States taxes, ...	181 13	
41. For rent and tolls paid other companies for use of their roads, ...	None.	
42. Amount paid other companies for the use of bridges and ferries, ...	None.	
43. For provender, ...	2,280 01	
44. For loss on horses, ...	None.	
45. For incidental expenses, — to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included, ...	430 44	
46. Total expenses, ...		$7,150 44
Earnings.		
47. Received from passengers in cars and omnibuses, and for tickets sold, ...	$8,240 70	
48. From other roads, as toll or rent for use of road, .	None.	
49. From other sources, specifying from what source in each item, exceeding five hundred dollars, .	None.	
50. Total earnings, ...		$8,240 70
51. Net earnings, after deducting expenses, . .	1,090 26	
52. Surplus earnings of previous year on hand, . .	None.	
53. Total surplus, ...		1,090 26
54. Dividends declared during the year, . . .	1,042 10	
55. Total percentage of dividends for the year, . .	3 per cent.	
56. Present surplus, ...	48 16	

MISCELLANEOUS.	
57. Increase during the year of capital stock, as fixed by charter,	None.
58. Increase during the year of capital stock paid in,	
59. Increase of funded debt during the year,	
60. Increase of floating debt during the year,	
61. Decrease of funded debt during the year,	
62. Decrease of floating debt during the year,	
63. Increase of mortgage debt during the year,	
64. Decrease of mortgage debt during the year,	
65. Increase in cost of road during the year,	
66. Decrease in nominal cost of road,	
67. Increase in cost of equipment during the year,	$1,500 00
68. Decrease in cost of equipment during the year,	None.
69. Increase of unredeemed tickets during the year,	
70. Decrease of unredeemed tickets during the year,	
71. Present amount of unredeemed tickets,	
72. List of accidents on road during the year,	

JOHN HILL,
LUTHER HILL,
WM. HURD,
A. V. LYNDE,
WILLIAM TIDD, JR.,
Directors of the Stoneham Street Railway Company.

MIDDLESEX, ss. January 2, 1866. Then personally appeared John Hill, Luther Hill, Wm. Hurd, A. V. Lynde and Wm. Tidd, Jr., and severally made oath to the truth of the foregoing statement by them subscribed.

Before LYMAN DIKE, *Justice of the Peace.*

REPORT

OF THE

SUBURBAN RAILROAD COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

	CONDITION OF THE COMPANY.	
1.	Capital stock, fixed by charter,	$150,000 00
2.	Capital stock, as voted by the company,	$5,000 00
3.	Capital stock paid in, expressed in money,	5,000 00
4.	Funded debt,	None.
5.	Floating debt, including amount of unredeemed tickets,	None.
6.	Total debt,	None.
7.	Number of mortgages on road and franchise, and amount of debt secured thereby,	
8.	Number of mortgages on any other property of the corporation, specifying the amounts,	
9.	Amount of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	
	COST OF THE RAILWAY.	
10.	Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	Original cost of road as per sworn report of Cliftondale Railroad Company to legislature, 1862, $95,000.
	CHARACTERISTICS OF THE RAILWAY.	
11.	Length of railway laid with single main track,	35,607 feet.*
12.	Length of railway laid with double main track,	None.
13.	Length of branches owned by the Company, stating amount of double track, if any,	None.
14.	Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	509 feet.*
15.	Total length of track measured as single track,	36,138 feet.*
16.	Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	Rolled iron, 7½ lbs.; a strap rail bolted and spiked upon longitudinal stringers; cast iron, 80 lbs.

* The rail originally laid was light, and a portion has been taken up and removed, leaving the road-bed, stringers and sleepers. Said rail to be replaced by a heavier one, as soon as the times and travel will warrant.

17. Maximum grade per mile, with length of grade,	210 feet for 400 feet.
18. Shortest radius of curvature, with length of curve,	75 feet for 113 feet.
19. Total length of track paved,	None.
Cost of Equipment.	
20. Number of cars, and cost,	No equipment owned by the Company.
21. Number of horses, and cost,	
22. Cost of omnibuses, sleighs, and other vehicles,	
23. Cost of real estate, including buildings owned by the Company,	
24. Cost of buildings owned by the Company, on land not owned by the Company,	
25. Cost of other articles of equipment,	
26. Net amount at which the equipment stands charged on the books of the Company,	
Doings during the Year.	
27. Total number of miles run during the year,	5,284 miles.
28. Average cost per mile run,	– –
29. Total number of passengers carried in the cars,	Included in Malden and Melrose Railroad Company's returns.
30. Total number of round trips run during the year,	
31. Average number of passengers each round trip,	
32. Rate of speed adopted, including stops and detentions,	
33. Number of persons regularly employed, specifying the occupations of each,	
Expenditures for Working the Railway.	
34. For repairs of railway,	Included in Malden and Melrose Railroad Company's returns.
35. For repairs of equipments,	
36. For repairs of real estate,	
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,	
38. For interest,	
39. For taxes and insurance, other than United States taxes,	
40. For United States taxes,	
41. For rent and tolls paid other companies for use of their roads,	
42. Amount paid other companies for the use of bridges and ferries,	
43. For provender,	
44. For loss on horses,	
45. For incidental expenses, — to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not hercin before included,	
46. Total expenses,	
Earnings.	
47. Received from passengers in cars and omnibuses, and for tickets sold,	Included in Malden and Melrose Railroad Company's returns.
48. From other roads, as toll or rent for use of road,	None.
49. From other sources, specifying from what source in each item exceeding five hundred dollars,	
50. Total earnings,	
51. Net earnings, after deducting expenses,	
52. Surplus earnings of previous year on hand,	
53. Total surplus,	

54. Dividends declared, during the year, . . .	None.
55. Total percentage of dividends for the year, . .	
56. Present surplus, ...	
MISCELLANEOUS.	
57. Increase during the year of capital stock, as fixed by charter, ...	Nothing.
58. Increase during the year of capital stock paid in,	Nothing.
59. Increase of funded debt during the year, . .	None.
60. Increase of floating debt during the year, . .	
61. Decrease of funded debt during the year, . .	
62. Decrease of floating debt during the year, . .	
63. Increase of mortgage debt during the year, . .	
64. Decrease of mortgage debt during the year, . .	
65. Increase in cost of road during the year, . .	
66. Decrease in nominal cost of road, ...	
67. Increase in cost of equipment during the year, .	
68. Decrease in cost of equipment during the year, .	
69. Increase of unredeemed tickets during the year, .	
70. Decrease of unredeemed tickets during the year, .	
71. Present amount of unredeemed tickets, . .	
72. List of accidents on road during the year, . .	

L. B. STONE,
CHARLES EDWARD POWERS,
L. M. CHILD,
J. H. BLAKE,
Directors of the Suburban Railroad Company.

SUFFOLK, ss. January 3, 1866. Then personally appeared L. B. Stone, Charles Edward Powers, Linus M. Child and J. H. Blake, and severally made oath that the foregoing statement by them subscribed is true, to the best of their knowledge and belief.

Before me, . LINUS CHILD, *Justice of the Peace.*

REPORT

OF THE

UNION RAILWAY COMPANY,*

FOR THE YEAR ENDING NOVEMBER 30, 1865.

Condition of the Company.		
1. Capital stock, fixed by charter,		$200,000 00
2. Capital stock, as voted by the Company,	$160,000 00	
3. Capital stock paid in, expressed in money,	160,000 00	
4. Funded debt, [mortgages on real estate,]	20,000 00	
5. Floating debt, including amount of unredeemed tickets,	130,742 61	
6. Total debt,		150,742 61
7. Number of mortgages on road and franchise, and amount of debt secured thereby,	Funded debt secured by mortgages on real estate.	
8. Number of mortgages on any other property of the corporation, specifying the amounts,		
9. Amount of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	25,006 70	
Cost of the Railway.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,		
Characteristics of the Railway.		
11. Length of railway laid with single main track,	The Union Railway Company do not own any tracks in the highways.	
12. Length of railway laid with double main track,		
13. Length of branches owned by the Company, stating amount of double track, if any,		
14. Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches,		
15. Total length of track, measured as single track,		
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,		
17. Maximum grade per mile, with length of grade,		
18. Shortest radius of curvature, with length of curve,		
19. Total length of track paved,		

* For contract between Union Railway Company and Middlesex Railroad Company, see Appendix D.

Cost of Equipment.	
20. Number of cars, and cost, ... [63]	$44,443 95
21. Number of horses, and cost, . . [392]	44,100 00
22. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the Company, . .	3,451 92
23. Cost of real estate, including buildings owned by the Company, ...	112,674 71
24. Cost of buildings owned by the Company, on land not owned by the Company, ...	14,350 75
25. Cost of other articles of equipment, . . .	23,787 27
26. Net amount at which the equipment stands charged on the books of the Company, . .	242,808 60
Doings during the Year.	
27. Total number of miles run during the year, .	862,782
28. Average cost per mile run, [exclusive of rent and interest, 29 53-100 cents; including rent and interest, 38 69-100 cents,]	— —
29. Total number of passengers carried in the cars, .	3,991,496
30. Total number of round trips run during the year,	108,659
31. Average number of passengers each round trip, .	36.73
32. Rate of speed adopted, including stops and detentions, ...	6½ miles per hour.
33. Number of persons regularly employed, (specifying the occupations of each,) . . . . [1 president, 1 treasurer, 1 clerk, 1 superintendent, 2 clerks to superintendent, 1 clerk to treasurer, 48 conductors, 48 drivers, 1 starter, 35 hostlers, 4 watchmen, 5 feeders, 101 blacksmiths, 2 overseers of stables, 8 switchmen, 2 harness cleaners, 3 hay-cutters, 1 painter, 7 mechanics, 1 teamster, 15 roadmen, 2 harness-makers, 3 helpers.]	202
Expenditures for Working the Railway.	
34. For repairs of railway, ...	$3,042 78
35. For repairs of equipments, ...	13,729 33
36. For repairs of real estate, ...	77 80
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer, . .	101,651 35
38. For interest, ...	13,538 55
39. For taxes and insurance, other than United States taxes, ...	5,159 64
40. For United States taxes, ...	8,185 27
41. For rent and tolls paid other companies for use of their roads, ...	65,502 00
42. For amount paid other companies for the use of bridges and ferries, ...	Nothing.
43. For provender, ...	79,923 45
44. For loss on horses, ...	9,717 50
45. For incidental expenses, — to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included, ...	33,300 69
46. Total expenses, ...	333,828 36
Earnings.	
47. Received from passengers in cars and omnibuses, and for tickets sold, ...	$299,574 23
48. From other roads, as toll or rent for use of road, .	Nothing.

49. From other sources, specifying from what source in each item, exceeding five hundred dollars,	$8,205 94
50. Total earnings,	307,780 17
51. Net earnings, after deducting expenses,	Nothing.
52. Surplus earnings of previous year on hand,	Notning.
53. Total surplus,	Nothing.
54. Dividends declared during the year,	Nothing.
55. Total percentage of dividends for the year,	Nothing.
56. Present surplus,	Nothing.
MISCELLANEOUS.	
57. Increase during the year of capital stock, as fixed by charter,	Nothing.
58. Increase during the year of capital stock paid in,	Nothing.
59. Increase of funded debt during the year,	Nothing.
60. Increase of floating debt during the year,	Nothing.
61. Decrease of funded debt during the year,	Nothing.
62. Decrease of floating debt during the year,	$13,573 15
63. Increase of mortgage debt during the year,	Nothing.
64. Decrease of mortgage debt during the year,	Nothing.
65. Increase in cost of road during the year,	The road is not owned by this Company.
66. Decrease in nominal cost of road,	
67. Increase in cost of equipment during the year,	1,367 59
68. Decrease in cost of equipment during the year,	Nothing.
69. Increase of unredeemed tickets during the year,	Unknown.
70. Decrease of unredeemed tickets during the year,	Unknown.
71. Present amount of unredeemed tickets,	Unknown.
72. List of accidents on road during the year,	– –

ACCIDENTS.

December 20, 1864.—A man, name unknown, was run over, carried to the station-house, and cared for by the police. Result of accident unknown.

January 26, 1865.—A man, by the name of Hartford, was knocked from his team in consequence of the car and team coming in collision.

August 27, 1865.—A child, named Susan Neilly, was run over, but no damage resulted therefrom.

November 5, 1865.—Ethan Wetherbee, of Newton Corner, was run over and his leg was crushed.

November 11, 1865.—A man, by the name of Munze, was run over. Ae was carried to the hospital, his leg was amputated. He afterwards died. The coroner's jury exonerated the company from all blame.

November 15, 1865.—A man, name unknown, jumped from the car and the car passed over his ankle. He was carried to the hospital. No amputation.

JAMES W. EMERY,
CHARLES C. LITTLE,
H. H. STIMPSON,
W. A. SAUNDERS,
GARDINER G. HUBBARD,
ESTES HOWE,
JOSEPH H. CONVERSE,
Directors of the Union Railway Company.

MIDDLESEX, ss. Cambridge, December 23, 1865. Then personally appeared James W. Emery, Charles C. Little, Herbert H. Stimpson, Wm. A. Saunders, Gardiner G. Hubbard, Estes Howe, and Joseph H. Converse, and severally made oath to the truth of the foregoing statement by them subscribed.

Before J. B. DANA, *Justice of the Peace.*

REPORT

OF THE

WEST CAMBRIDGE [HORSE] RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

Condition of the Company.		
1. Capital stock, fixed by charter,		$50,000 00
2. Capital stock, as voted by the Company,	$15,000 00	
3. Capital stock paid in, expressed in money,	13,600 00	
4. Funded debt,	None.	
5. Floating debt, including amount of unredeemed tickets, [unredeemed tickets, none.]	None.	
6. Total debt,		
7. Number of mortgages on road and franchise, and amount of debt secured thereby,		
8. Number of mortgages on any other property of the corporation, specifying the amounts,		
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,		
Cost of the Railway.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	$13,600 00	
Characteristics of the Railway.		
11. Length of railway laid with single main track,	8,325 feet.	
12. Length of railway laid with double main track,	None.	
13. Length of branches owned by the Company, stating amount of double track, if any,	None.	
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	498 feet.	
15. Total length of track, measured as single track,	8,823 feet.	
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	32 lbs., rolled iron.	
17. Maximum grade per mile, with length of grade,	100 ft. per mile for 1,600 ft.	
18. Shortest radius of curvature, with length of curve,	48 feet for 45 feet.	
19. Total length of track paved,	None.	

	Cost of Equipment.		
20.	Number of cars, and cost,	3 cars hired by lessee.	
21.	Number of horses, and cost,	15 horses cost $2,250.00.	
22.	Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company,	None.	
23.	Cost of real estate, including buildings owned by the Company,	None.	
24.	Cost of buildings owned by the Company, on land not owned by the Company,	None.	
25.	Cost of other articles of equipment,	Harness, &c., $500.00.	
26.	Net amount at which the equipment stands charged on the books of the Company,	Owned by lessee.	
	Doings during the Year.		
27.	Total number of miles run during the year,	33,869	
28.	Average cost per mile run,	24.7 cents.	
29.	Total number of passengers carried in the cars,	102,871	
30.	Total number of round trips run during the year,	6,048	
31.	Average number of passengers each round trip,	17	
32.	Rate of speed adopted, including stops and detentions,	8.4	
33.	Number of persons regularly employed, specifying the occupations of each, [The lessee, 4 conductors, 2 drivers, 1 hostler, 1 road-man.]	8	
	Expenditures for Working the Railway.		
34.	For repairs of railway,	$443 68	
35.	For repairs of equipments,	936 72	
36.	For repairs of real estate,	None.	
37.	For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer,	2,416 48	
38.	For interest,	388 17*	
39.	For taxes and insurance, other than United States taxes,	96 04†	
40.	For United States taxes,	220 28	
41.	For rent and tolls paid other companies for use of their roads,	1,134 58	
42.	Amount paid other companies for the use of bridges and ferries,	–	–
43.	For provender,	3,073 31	
44.	For loss on horses,	225 00	
45.	For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,	560 00	
46.	Total expenses,		$9,073 05
	Earnings.		
47.	Received from passengers in cars and omnibuses, and for tickets sold,	$8,812 25	
48.	From other roads, as toll or rent for use of road,	–	–
49.	From other sources, specifying from what source in each item exceeding five hundred dollars, [manure,]	143 00	
50.	Total earnings,		$8,955 25
51.	Net earnings, after deducting expenses,	None.‡	

* By West Cambridge Railroad Company.

† $63 00 by lessee; $33 04 by West Cambridge Railroad Company.

‡ None by lessee; $795.00 by West Cambridge Railroad Company.

52.	Surplus earnings of previous year on hand,	– –
53.	Total surplus,	– –
54.	Dividends declared during the year,	2*
55.	Total percentage of dividends for the year,	3 6-10*
56.	Present surplus,	– –
	MISCELLANEOUS.	
57.	Increase during the year of capital stock, as fixed by charter,	None.
58.	Increase during the year of capital stock paid in,	
59.	Increase of funded debt during the year,	
60.	Increase of floating debt during the year,	
61.	Decrease of funded debt during the year,	
62.	Decrease of floating debt during the year,	
63.	Increase of mortgage debt during the year,	
64.	Decrease of mortgage debt during the year,	
65.	Increase in cost of road during the year,	
66.	Decrease in nominal cost of road,	
67.	Increase in cost of equipment during the year,	
68.	Decrease in cost of equipment during the year,	
69.	Increase of unredeemed tickets during the year,	
70.	Decrease of unredeemed tickets during the year,	
71.	Present amount of unredeemed tickets,	
72.	List of accidents on road during the year,	

* By West Cambridge Railway Company.

GEO. Y. WELLINGTON,
Lessee of West Cambridge Horse Railway Company.

MIDDLESEX, ss. January 23, 1866. Then personally appeared Geo. Y. Wellington, Lessee, and made oath to the truth of the foregoing statement by him subscribed.

Before STEPHEN W. TROWBRIDGE, *Justice of the Peace.*

REPORT

OF THE

WINNISIMMET RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

Condition of the Company.		
1. Capital stock, fixed by charter,		$75,000 00
2. Capital stock, as voted by the Company,	$75,000 00	
3. Capital stock paid in, expressed in money,	60,000 00	
4. Funded debt,	–	–
5. Floating debt, including amount of unredeemed tickets,	499 68	
6. Total debt,		499 68
7. Number of mortgages on road and franchise, and amount of debt secured thereby,	–	–
8. Number of mortgages on any other property of the corporation, specifying the amounts,	–	–
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	–	–
Cost of the Railway.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	$62,151 74	
Characteristics of the Railway.		
11. Length of railway laid with single main track,	2½ miles.	
12. Length of railway laid with double main track,	Not any.	
13. Length of branches owned by the Company, stating amount of double track, if any,	Not any.	
14. Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches,	2,640 feet.	
15. Total length of track measured as single track,	2¾ miles.	
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	45 lbs. per yard, rolled iron.	
17. Maximum grade per mile, with length of grade,	–	–
18. Shortest radius of curvature, with length of curve,	50 feet; 70 feet long.	
19. Total length of track paved,	2,600 feet.	

Cost of Equipment.		
20. Number of cars and cost,		
21. Number of horses and cost,		
22. Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company,		
23. Cost of real estate, including buildings owned by the Company,	The Company own no equipment.	
24. Cost of buildings owned by the Company, on land not owned by the Company,		
25. Cost of other articles of equipment,		
26. Net amount at which the equipment stands charged on the books of the Company,		
Doings during the Year.		
27. Total number of miles run during the year,		
28. Average cost per mile run,		
29. Total number of passengers carried in the cars,		
30. Total number of round trips run during the year,	Cannot tell. The track is used by the Lynn and Boston Railroad Co.	
31. Average number of passengers each round trip,		
32. Rate of speed adopted, including stops and detentions,		
33. Number of persons regularly employed, specifying the occupations of each,		
Expenditures for Working the Railway.		
34. For repairs of railway,		
35. For repairs of equipments,	Road leased to the Lynn and Boston Railroad Co. for fifty years from Oct. 1, 1862.	
36. For repairs of real estate,		
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer,		
38. For interest,	Nothing.	
39. For taxes and insurance, other than United States taxes, [State tax,]	$526 80	
40. For United States taxes,	27 08	
41. For rent and tolls paid other companies for use of their roads,	Nothing.	
42. Amount paid other companies for the use of bridges and ferries,	Nothing.	
43. For provender,	Nothing.	
44. For loss on horses,	Nothing.	
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,	123 96	
46. Total expenses,		677 84
Earnings.		
47. Received from passengers in cars and omnibuses, and for tickets sold,	–	–
48. From other roads, as toll or rent for use of road,	$3,600 00	
49. From other sources, specifying from what source, in each item exceeding five hundred dollars,	–	–
50. Total earnings,		$3,600 00
51. Net earnings, after deducting expenses,	2,922 16	
52. Surplus earnings of previous year on hand,	1,256 22	
53. Total surplus,	4,178 38	
54. Dividends declared during the year,	2,526 32	
55. Total percentage of dividends for the year,	4 per cent. and tax.	
56. Present surplus,		1,652 06

MISCELLANEOUS.	
57. Increase during the year of capital stock, as fixed by charter,	Nothing.
58. Increase during the year of capital stock paid in,	
59. Increase of funded debt during the year,	
60. Increase of floating debt during the year,	
61. Decrease of funded debt during the year,	
62. Decrease of floating debt during the year,	$439 44
63. Increase of mortgage debt during the year,	Nothing.
64. Decrease of mortgage debt during the year,	
65. Increase in cost of road during the year,	
66. Decrease in nominal cost of road,	
67. Increase in cost of equipment, during the year,	
68. Decrease in cost of equipment during the year,	
69. Increase of unredeemed tickets during the year,	
70. Decrease of unredeemed tickets during the year,	
71. Present amount of unredeemed tickets,	
72. List of accidents on road during the year,	

W. R. PEARMAIN,
PASCHAL P. P. WARE,
ERASTUS RUGG,
Directors of the Winnisimmet Railway Company.

SUFFOLK, ss. December 30, 1865. Then personally appeared W. R. Pearmain, P. P. P. Ware and Erastus Rugg, and severally made oath to the truth of the foregoing statement by them subscribed.

Before HAMLETT BATES, *Justice of the Peace.*

REPORT

OF THE

WORCESTER RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1865.

	CONDITION OF THE COMPANY.	
1.	Capital stock, fixed by charter,	$100,000 00
2.	Capital stock, as voted by the Company,	$100,000 00
3.	Capital stock paid in, expressed in money,	75,800 00
4.	Funded debt,	61,500 00
5.	Floating debt, including amount of unredeemed tickets,	1,825 93
6.	Total debt,	63,325 93
7.	Number of mortgages on road and franchise, and amount of debt secured thereby, (1)	52,000 00
8.	Number of mortgages on any other property of the corporation, specifying the amounts,	Real estate, $8,000, 4 cars, $1,500.
9.	Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	– –
	COST OF THE RAILWAY.	
10.	Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	$69,301 70
	CHARACTERISTICS OF THE RAILWAY.	
11.	Length of railway laid with single main track,	30,704 feet.
12.	Length of railway laid with double main track,	30,704 feet.
13.	Length of branches owned by the Company, stating amount of double track, if any,	– –
14.	Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches,	2,626 feet, 9 inches.
15.	Total length of track measured as single track,	66,661 feet, 6 inches.
16.	Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	Rolled iron, 45 lbs. to the yard.
17.	Maximum grade per mile, with length of grade,	– –
18.	Shortest radius of curvature, with length of curve,	– –
19.	Total length of track paved,	30,704 feet.

Cost of Equipment.	
20. Number of cars and cost, [8]	$4,371 00
21. Number of horses and cost, [44]	4,517 91
22. Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company,	4,910 00
23. Cost of real estate, including buildings owned by the Company,	25,649 84
24. Cost of buildings owned by the Company, on land not owned by the Company,	– –
25. Cost of other articles of equipment,	5,848 30
26. Net amount at which the equipment stands charged on the books of the Company,	23,461 41
Doings during the Year.	
27. Total number of miles run during the year,	87,616
28. Average cost per mile run,	– –
29. Total number of passengers carried in the cars,	334,761
30. Total number of round trips run during the year,	– –
31. Average number of passengers each round trip,	21¼
32. Rate of speed adopted, including stops and detentions,	8 miles per hour.
33. Number of persons regularly employed, specifying the occupations of each, [1 clerk, 5 conductors, 5 drivers, 4 hostlers, 1 mechanic, 1 watchman.]	17
Expenditures for Working the Railway.	
34. For repairs of railway,	$1,226 07
35. For repairs of equipments,	
36. For repairs of real estate,	
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,	8,624 27
38. For interest,	2,587 82
39. For taxes and insurance, other than United States taxes,	552 56
40. For United States taxes,	523 90
41. For rent and tolls paid other companies for use of their roads,	– –
42. Amount paid other companies for the use of bridges and ferries,	– –
43. For provender,	16,240 20
44. For loss on horses,	150 00
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,	6,054 89
46. Total expenses,	– –
Earnings.	
47. Received from passengers in cars and omnibuses, and for tickets sold,	$18,616 99
48. From other roads, as toll or rent for use of road,	– –
49. From other sources, specifying from what source in each item exceeding five hundred dollars,	1,049 75
50. Total earnings,	– –
51. Net earnings, after deducting expenses,	– –
52. Surplus earnings of previous year on hand,	– –
53. Total surplus,	– –
54. Dividends declared, during the year,	– –
55. Total percentage of dividends for the year,	– –
56. Present surplus,	– –

MISCELLANEOUS.		
57. Increase during the year of capital stock, as fixed by charter,	–	–
58. Increase during the year of capital stock paid in,		
59. Increase of funded debt during the year,	–	–
60. Increase of floating debt during the year,	–	–
61. Decrease of funded debt during the year,	–	–
62. Decrease of floating debt during the year,	–	–
63. Increase of mortgage debt during the year,	–	–
64. Decrease of mortgage debt during the year,	–	–
65. Increase in cost of road during the year,	–	–
66. Decrease in nominal cost of road,	–	–
67. Increase in cost of equipment during the year,	–	–
68. Decrease in cost of equipment during the year,	–	–
69. Increase of unredeemed tickets during the year,	–	–
70. Decrease of unredeemed tickets during the year,	–	–
71. Present amount of unredeemed tickets,	$125 93	
72. List of accidents on road during the year,	–	–

DRAPER RUGGLES,
G. W. RICHARDSON,
W. CROSS,
ALBERT CURTIS,
JAMES B. BLAKE,
Directors of the Worcester Horse Railway Company.

WORCESTER, ss. January 1, 1866. Then personally appeared Draper Ruggles, Geo. W. Richardson, Wm. Cross and Albert Curtis, and severally made oath to the truth of the foregoing statement by them subscribed.

Before J. HENRY HILL, *Justice of the Peace.*

WORCESTER, ss. January 2, 1866. Then personally appeared James B. Blake, and made oath to the truth of the foregoing statement by him subscribed.

Before me, J. HENRY HILL, *Justice of the Peace.*

ABSTRACTS

OF THE PRECEDING

Railroad and Street Railway Reports,

FOR THE YEAR ENDING

November 30, 1865.

RAILROAD CORPORATIONS.	Capital Stock.	Capital paid in.	Debt.	Cost of Road and Equipment.	Assets.	Length of Road.	Length of Double Track.	Length of Branches.	Speed of Passenger Trains, miles per hour.	Speed of Freight Trains, miles per hour.	Miles Run.	Number of Passengers during year.	Tons of Freight.	Total Income.	Expense of Working.	Interest paid.	Net Income.‡	Per cent. of Dividends.	Amount of Dividends	Surplus.	Casualties. Fatal.	Casualties. Not Fatal.
Agricultural Branch,	$580,000 00	$202,988 00	$5,600 00	$351,503 02	–	28.36	–	–	–	–	–	–	–	–	–	$5,226 00	–	6 per cent.a	83,600 00	$73,395 82	–	–
Berkshire,[1]	600,000 00	600,000 00	None.	600,000 00	–	21.14	–	–	–	–	–	–	–	$42,000 00	–	–	$42,000 00	7 per cent.	42,000 00	–	–	–
Boston, Hartford and Erie,[2]	20,000,000 00	11,775,500 00	7,653,786 87§	9,683,408 45	–	84.97	2.75	14.00	19	12	95,003	280,840	22,432	110,017 06	$128,916 03	157,166 41	–	–	–	–	3	–
Boston and Lowell,	1,830,000 00	1,830,000 00	687,117 91	2,639,132 79	$437,372 26	26.75	20.75	1.86	30	10	442,533	1,628,822	541,520	835,547 05	626,840 01	41,072 76	167,634 28	5½ per cent.	100,650 00	559,387 14	5	4
Boston and Maine,[3]	4,155,700 00	4,076,374 52	None.	4,412,810 91	537,679 16	74.26	27.79	8.79	30	12	729,353	2,658,385	278,702	1,393,848 69	967,395 71	None.	386,452 98	8 per cent.	326,160 00	873,515 55	8	–
Boston and Providence,	3,360,000 00	3,360,000 00	21,500 00	3,360,000 00	514,907 33	47.00	39.50	7.00	–	–	450,096	2,032,342	330,171	1,221,104 08	852,561 14	2,209 66	366,333 34	10 per cent.	331,000 00	493,407 33	6	3
Boston and Worcester,	4,500,000 00	4,500,000 00	505,214 62	4,500,000 00	1,413,788 95	44.62	44.62	24.00	31	11	669,234	2,386,186	427,404	1,697,164 10	1,160,106 47	None.	537,057 63	10 per cent.	450,000 00	589,830 60	12	2
Cape Cod,	600,000 00	721,925 94	40,700 00	1,031,625 15	66,467 12	46.01	–	1.04	22	13	88,000	174,100	43,800	167,030 66	109,335 82	3,953 92	53,740 92	6⅔ per cent.	38,642 00	9,007 61	–	–
Cape Cod Central,	200,000 00	147,873 47	–	–	–	18.80	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Cheshire,	2,252,300 00	2,085,925 00	677,400 00	2,787,492 56	235,770 41	53.65	–	–	28	10	417,001	112,744	230,753	629,621 01	528,362 01	36,210 14	65,049 16	2½ per cent.	55,263 16	50,030 33	5	–
Connecticut River,	1,750,000 00	1,591,100 00	251,800 00	1,813,980 33	363,238 50	50.00	2.35	22	12	12	221,718	614,785	152,066	533,108 96	364,403 89	10,318 46	158,386 61	8 per cent.	127,288 00	171,980 13	3	–
Danvers,[4]	100,000 00	67,500 00	145,000 00	244,456 62	–	9.20	–	–	30	12	–	–	–	–	–	–	–	–	–	–	–	–
Dighton and Somerset,	850,000 00	810,320 00	–	818,031 94	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Dorchester and Milton Branch,[4]	130,000 00	73,340 00	15,641 07	136,372 77	–	3.25	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Eastern,[5]	4,150,000 00	3,155,000 00	2,119,800 00	4,815,963 30	137,636 64	44.11	16.00	50.38	22	12	622,202	2,314,972	208,289	1,277,075 53	761,557 89	112,467 40	371,925 18	6 per cent.	229,792 50	201,029 44	7	–
Easton Branch,[4]	50,000 00	49,662 50	None.	55,894 27	–	3.78	–	–	30	30	4,680	26,929	7,440	8,438 57	4,248 13	None.	4,190 44	7 per cent.	3,500 00	1,476 53	–	–
Fairhaven Branch,[1]	–	–	–	243,809 62	31,116 38	15.11	–	–	26	15	29,054	70,283	9,271	93,151 36	86,246 59	–	6,904 77	–	–	–	2	–
Fall River, Warren and Providence,	150,000 00	147,720 00	195,745 81	300,938 56	21,759 11	3.666	–	–	–	–	7,368	39,408	None.	–	–	12,193 57	–	–	–	–	–	–
Fitchburg.	3,540,000 00	3,540,000 00	None.	3,540,000 00	331,833 84	51.00	51.00	42.50	27	10	457,264	1,427,957	486,015	993,693 00	679,439 08	None.	314,254 82	7 per cent.	247,800 00	424,768 20	10	2
Fitchburg and Worcester,	500,000 00	247,000 00	6,668 00	275,000 00	26,200 00	13.90	–	–	22	10½	37,166	67,858	35,828	66,390 32	45,963 57	500 55	20,426 75	6 per cent.	14,879 00	26,702 92	1	–
Hartford and New Haven,[6]	3,000,000 00§	3,000,000 00	927,000 00	265,027 66§	–	5.87§	5.87§	–	33	12	39,603	406,612	161,029	1,459,711 31	912,377 07	53,996 99	359,330 70	12 per cent.	327,437 50	–	–	–
Hern Pond Branch,[4]	10,000 00	2,000 00	13,238 46	–	–	.66	–	–	–	8	480	–	18,350	–	–	–	–	–	–	–	–	–
Lexington and West Cambridge,	241,200 00	241,200 00	30,000 00	253,157 75	–	6.63	–	–	20	14	19,950	184,420	5,497	32,265 32	33,665 00	–	–	–	–	–	–	–
Lowell and Lawrence,[4]	300,000 00	200,000 00	77,754 05	363,158 12	4,213 50	12.35	–	–	–	–	–	–	–	21,780 00	4,165 22	4,536 25	13,078 53	6 per cent.	12,000 00	26,459 54	1	–
Medway Branch,[13]	35,000 00	29,000 00	4,012 42	37,908 75	–	3.60	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Middleborough and Taunton,	150,000 00	119,692 40	4,000 00	152,777 84	9,131 60	8.54	–	–	25	14	25,102	32,623	13,059	33,740 51	33,451 72	237 40	51 39	–	–	8,542 44	–	–
Nashua and Lowell,	600,000 00	600,000 00	43,790 28	651,803 23	113,023 54	14.58	14.20	–	30	10	198,815	462,225	243,294	370,012 83	304,395 33	970 76	64,646 74	8 per cent.	48,000 00	145,268 30	1	–
New Bedford and Taunton,	500,000 00	500,000 00	195,500 00	500,000 00	–	20.13	–	1.46	24	15	70,108	176,897	58,087	261,744 99	198,776 97	11,850 00	51,118 02	8 per cent.	40,000 00	84,437 69	–	–
Newburyport,[7]	450,000 00	220,340 02	375,800 19	597,386 33	–	26.98	–	–	30	12	–	–	–	–	–	–	–	–	–	–	–	–
New Haven and Northampton,	1,010,000 00	1,010,000 00	650,000 00	–	–	25.00§	–	8.75	25	20	48,662	52,350	35,564	67,298 03	46,345 32	43,500 00	–	2 per cent.	20,200 00	–	1	–
New London Northern,[10]	669,805 00	–	139,400 00	658,805 00	98,000 00	29.00§	–	–	22	12	204,977	244,482	54,151	303,294 05	263,447 16	9,776 06	39,846 89	8 per cent.	52,784 40	52,704 10	–	–
Norfolk County,	–	–	–	–	–	25.96	–	–	25	9	49,856	145,502	32,196	80,437 77	68,397 36	None.	12,040 41	None*	–	37,142 62	–	–
Norwich and Worcester,	2,825,000 00	2,363,600 00	589,261 97	2,613,694 31	688,986 53	59.40	1.12	7.00	30	8	329,984	296,117	184,891	714,057 83	445,661 78	26,481 59	241,914 46	9 per cent.	221,905 00	267,824 21	8	2
Old Colony and Newport,[11]	4,000,000 00	3,669,600 00	1,343,550 00	4,271,806 58	–	98.50	11.50	8.75	33	12	509,268	1,832,590	302,642	1,209,038 01	644,171 54	67,920 09†	411,387 20	8 per cent.	303,996 32	270,470 80	12	–
Pittsfield and North Adams,	500,000 00	450,000 00	None.	443,677 67	–	18.65	–	–	26	20	40,410	86,058	67,436	102,931 25	71,410 01	None.	31,520 64	3 per cent.	13,500 00	–	–	–
Providence and Worcester,	1,700,000 00	1,700,000 00	None.	1,610,109 25	80,899 75	43.41	6.41	1.00	25	12	238,512	990,886	201,229	543,095 45	402,247 86	1,618 26	140,129 33	8 per cent.	136,000 00	–	4	1
Rockport,[1]	88,400 00	88,400 00	None.	91,007 28	645 00	3.60	–	–	–	–	10,588	86,844	4,865	14,289 15	–	None.	8,554 92	8 per cent.	7,072 00	780 72	–	–
Salem and Lowell,[3]	400,000 00	243,305 00	227,421 64	464,013 22	6,495 98	16.88	–	–	–	–	–	–	–	17,500 00	1,065 74	13,588 00	2,846 26	1 per cent.	2,433 00	–	–	–
South Reading Branch,[4]	400,000 00	209,532 73	None.	209,468 36	–	8.15	– .22	21	–	–	25,040	31,541	10,767	11,870 90	19,802 98	None.	[loss 8,226 95]	–	–	–	–	–
South Shore,	600,000 00	289,685 00	150,000 00	501,592 96	32,972 81	11.50	–	22	15	12	41,494	220,084	5,638	110,828 58	83,013 51	9,000 00	27,815 07	–	–	32,972 81	2	2
Stockbridge and Pittsfield,[1]	448,700 00	448,700 00	None.	448,700 00	–	21.33	–	–	20	20	–	–	–	31,400 00	–	–	31,400 00	7 per cent.	24,486 37	–	–	–
Stoneham Branch,[4]	35,000 00	33,255 00	23,119 67	–	–	2.37	–	–	–	–	–	–	–	–	–	900 00	–	–	–	–	–	–
Stony Brook,[12]	267,300 00	267,300 00	None.	267,383 57	–	13.16	–	–	–	–	–	–	–	17,700 00	5,126 05	22 50	12,551 45	4½ per cent.	12,072 66	–	–	–
Stoughton Branch,[4]	85,400 00	85,400 00	None.	102,004 78	–	4.04	–	18	18	6,896	114,113	25,661	17,998 99	9,908 75	None.	8,090 74	9 per cent.	7,686 00	10,016 41	1	–	
Taunton Branch,	250,000 00	250,000 00	None.	311,880 82	62,186 37	11.10	– .37	25	15	49,555	201,790	66,277	229,723 01	168,281 14	–	24,453 95	8 per cent.	20,000 00	48,277 37	1	–	
Troy and Greenfield,[14]	2,500,000 00	923,942 59	1,021,680 00	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Vermont and Massachusetts,	3,200,000 00	2,800,000 00	558,955 00	3,217,234 43	108,570 43	69.31	–	8.00	25	10	164,854	185,747	112,511	330,085 79	267,688 75	31,167 19	91,229 85	–	–	–	3	1
Western,[15]	6,150,000 00	5,627,700 00	6,269,520 00	11,271,856 41	4,669,741 44	156.03	116.59	17.33	32	15	1,358,514	1,010,373	693,754	3,431,584 10	2,201,925 58	507,295 79	690,745 81	10 per cent.	543,662 00	1,005,733 13	10	–
West Stockbridge,[1]	39,600 00	39,600 00	None.	–	–	2.75	–	–	18	–	2,959	–	–	1,899 83	–	–	1,593 32	4½ per cent.	1,683 00	478 26	–	–
Worcester and Nashua,	1,141,000 00	1,141,000 00	98,259 50	1,164,397 63	224,368 90	45.69	.76	–	35	10	213,673	281,271	146,070	431,505 77	247,755 40	–	183,750 37	9½ per cent.	106,554 00	149,147 03	1	–
Totals,	$78,075,405 00	$65,565,482 17	$25,068,218 89	$72,175,091 70	$10,165,938 41	1,405.34	364.86	205.00	–	–	7,980,923	20,278,055	5,277,563	$18,974,914 66	$12,801,757 78	$1,164,179 69	$4,942,661 03	8.05 per ct.b	$3,372,317 51	$5,562,436 93	106	17

* For Abstract of STREET RAILWAYS, (*Horse Railroads,*) see the other side of this sheet.

‖ See note [15] on reverse of this page.

† See note [9] on reverse of this page.

‡ "Net Income" is the amount remaining after deducting "Expense of Working," and "Interest Paid," from the "Total Income."

§ In Massachusetts.

a On $60,000 preferred stock.

b Percentage of $3,816,012.85 dividends on $47,383,600.60 paid capital stock of *dividend paying* railroads included in this table.

[1] For notes [1] to [15] see the other side of this sheet.

CORPORATIONS.	* Capital Stock.	Capital paid in, in Cash, Work, &c.	Debt.	Cost of Road.	Cost of Equipment.	Assets.	Length in Miles.	Length of Double Track.	Length of Branches.	Speed per Hour.	Number of Passengers during the year.	Total Income.	Expenses.	Interest.	Net Income.	Per cent. of Dividends.	Amount of Dividends.	Surplus.	Casualties. Fatal.	Casualties. Not Fatal.
Boston and Chelsea,[16]	$110,000 00	$110,000 00	None.	$110,000 00	–	$25 94	2.17	1.19	–	5½	1,255,357	$8,800 00	$1,879 93	Nothing.	$6,920 07	6⅘ per ct.	$7,040 00	$25 94	–	–
Broadway,	325,000 00	325,000 00	$7,297 12	107,812 90	$216,112 04	724 51	3.00	1.52	–	5	2,864,965	144,680 62	134,549 08	$2,140 20	10,131 54	5½ per cent.	16,052 63	325 82	1	6
Cambridge,[17]	727,800 00	727,800 00	130,003 78	734,670 92	–	–	17.14	4.32	5.07	–	–	–	–	–	–	9 per cent.	65,500 00	–	1	5
Dedham and West Roxbury,	41,000 00	41,000 00	12,220 03	–	–	–	3.75	–	–	–	–	–	–	–	–	–	–	–	–	–
Lowell,	100,000 00	48,706 27	1,112 67	33,706 34	11,112 60	–	2.69	–	.05	5	319,875	15,157 35	15,268 60	65 27	–	–	–	654 28	–	–
Lynn and Boston,	200,000 00	200,000 00	104,259 29	170,832 68	104,906 69	11,004 78	10.75	–	1.00	6	1,958,754	150,114 06	150,944 76	5,049 65	[loss 8,830 70]	4 per cent.	8,421 05	[loss 8,742 13]	2	3
Malden and Melrose,[19]	200,000 00	200,000 00	130,674 14	66,246 16	–	–	3 41	–	–	6	233,274	–	–	–	–	–	–	–	–	–
Medford and Charlestown,[19]	25,000 00	21,000 00	10,000 00	36,600 00	–	3.07	–	–	–	6	218,938	–	–	–	2,040 00	–	–	–	–	–
Metropolitan,[15]	1,250,000 00	1,250,000 00	287,160 50	892,961 70	599,145 85	57,470 37	18.48	7.00	8.5	9 6	11,263,118	651,602 75	693,744 74	24,107 01	–	3 per cent.	30,000 00	–	1	8
Middlesex,[19]	400,000 00	400,000 00	167,404 06	362,077 88	125,363 70	66,439 68	2.38	–	1.45	5	2,812,629	174,882 31	172,905 04	7,056 17	2,237 27	–	–	2,680 36	–	2
Quincy,	120,000 00	71,600 00	114,000 00	77,640 16	76,592 61	29,325 00	5.60	–	–	7	251,944	32,583 37	32,987 43	1,633 95	–	–	–	–	–	–
Salem and South Danvers,	150,000 00	150,000 00	64,659 25	176,003 32	–	5,802 35	6.75	–	–	5	655,154	36,108 42	34,133 34	1,678 11	1,975 08	–	–	1,975 08	–	–
Somerville Horse,[19]	50,000 00	50,000 00	None.	50,000 00	–	1,000 00	2.68	–	–	6¼	272,911	–	–	–	2,500 00	5 per cent.	2,500 00	–	–	–
Stoneham Street,	33,000 00	33,000 00	None.	31,000 00	5,800 00	–	2.50	–	–	7¼	92,367	8,240 70	7,150 41	–	1,090 26	3 per cent.	1,042 10	48 16	–	–
Suburban,[19]	5,000 00	5,000 00	None.	35,500 00	–	674	–	–	–	5	–	–	–	–	–	–	–	–	–	–
Union,	160,000 00	160,000 00	159,742 61	–	242,808 60	25,006 70	–	–	–	6¼	3,891,496	307,780 17	333,898 36	13,538 55	–	–	–	–	1	5
West Cambridge,[20]	13,000 00	13,600 00	–	13,600 00	2,750 00	–	1.58	–	–	8 5/8	102,871	8,955 25	9,073 65	–	–	3½ per ct.	480 60	–	–	–
Winnisimmet,	75,000 00	60,000 00	496 68	62,151 74	–	–	2.25	–	–	6	–	3,000 00	677 84	None.	2,322 16	4 per cent.	2,526 32	1,052 06	–	–
Worcester,	100,000 00	75,800 00	63,325 93	68,301 70	23,461 41	–	5.80	5.80	–	8	334,761	19,666 74	35,959 71	2,587 82	–	–	–	–	–	–
Totals,	$4,086,800 00	$3,937,306 27	$1,264,658 36	$3,084,195 80	$1,408,653 50	$196,808 73	100.83	19.83	16.77	–	26,631,414	$1,562,171 74	$1,631,502 32	$57,865 13	$29,836 38	4.82 per ct.*	$133,571 70	$7,370 70	6	29

* Percentage of $133,571.70, dividends on $2,769,400.00, paid capital of dividend paying companies.

[16] The Boston and Chelsea Railroad and the Winnisimmet Railroad are operated by the Lynn and Boston Railroad Company.

[17] The Cambridge Railroad, in which are merged the original Watertown and Waltham and Newton Railroads, is leased to and operated by the Union Railway Company.

[15] The Dorchester and Roxbury Railroad, the West Roxbury Railroad, Dorchester Railway, Dorchester Extension Railway, and Suffolk Railroad, have all been purchased by and are now merged in the Metropolitan Railroad.

[19] The Malden and Melrose, Medford and Charlestown, Somerville, and Suburban Railways, are leased to and operated by the Middlesex Railroad Company.

[20] The West Cambridge Railroad is leased to a private firm.

NOTES TO ABSTRACT OF STEAM RAILROAD CORPORATIONS.

[1] The Berkshire Railroad, Stockbridge and Pittsfield Railroad, and West Stockbridge Railroad, are severally leased to and operated by the Housatonic Railroad Company of Connecticut.

[2] Including details of the late New York and Boston Railroad in Massachusetts, now merged in the Boston, Hartford and Erie Railroad Company.

[3] Including details of Danvers Railroad and Newburyport Railroad, both which roads are leased and operated by the Boston and Maine Railroad Company.

[4] Operated by the Old Colony and Newport Railway Company.

The Essex Railroad is merged, by purchase, into the Eastern Railroad, and known as the Lawrence Branch of said road. The South Reading Branch and Rockport Railroads are leased and operated by the Eastern Railroad Company.

[6] The Easton Branch and Stoughton Branch Railroads are operated by the Boston and Providence Railroad Company.

[7] The Fairhaven Branch Railroad is owned and operated by the New Bedford and Taunton Railroad Company, and its return is printed with that of the latter company.

[8] The items "Capital Stock," "Cost of Road," and "Length of Road," refer only to that portion of the Hartford and New-Haven Railroad in Massachusetts; the other items to the whole road.

[9] The Horn Pond Branch, Lowell and Lawrence, Salem and Lowell, and Stoneham Branch Railroads, are all operated by the Boston and Lowell Railroad Company.

[10] The late Amherst, Belchertown and Palmer Railroad is merged in the New London Northern Railroad Company, since March 1, 1864

[11] *Old Colony and Newport Railway.*—"Interest Paid" includes Government and State taxes, amounting to the sum of $85,279.18.

[12] Operated by the Nashua and Lowell Railroad Company.

[13] From return of Medway Branch Railroad Company for the year 1864.

[14] Items printed are from return of year 1864. This road is now surrendered to the Commonwealth, and no return received from it.

[15] *Western Railroad.*—"Interest Paid" includes $30,000 paid to Sinking Fund. Interest and Exchanges $457,295.79; Excise Tax on Dividends, $28,616.92.

APPENDIX.

[A.]

AGREEMENT.

This agreement of two parts made and entered into this third day of April, 1865, A. D., by and between the Providence, Warren and Bristol Railroad Company, party of the first part, and the Fall River, Warren and Providence Railroad Company, party to the second part,

WITNESSETH:—

That said party of the first part, in consideration of the sum hereinafter stipulated to be paid by the party of the second part, hereby agree to and with said party of the second part, to run a train consisting of a locomotive, tender, one baggage car, and two passenger cars, and one freight car, over the railroad of said party of the second part, between Fall River and Warren, to connect at Warren with each of the three trains to be run by said party of the first part between Providence and Bristol.

And said party of the second part hereby agree to and with said party of the first part, that they, said party of the second part, will pay to said party of the first part the sum of thirty-one dollars and thirty cents per day for the use of trains run by them as aforesaid; and in case said party of the first part shall be obliged to hire temporarily, from any cause, any portion of the rolling stock necessary to be used in said trains between Fall River and Warren, then said party of the second part will pay to said party of the first part such sum as said party of the first part shall have to pay for the use of that portion of said rolling stock so temporarily hired by them as aforesaid.

And it is further agreed between the parties hereto, that said party of the second part shall assume all risks of accidents occurring on their road during the existence of this contract, that shall not be properly chargeable to the carelessness or misconduct of the employees of the said party of the first part. And in case any disagreement shall exist between said parties as to whether any accident shall be chargeable to the carelessness or misconduct of said employees or not, such question shall be referred to three disinterested persons, one to be chosen by each of said parties and the third by the two so chosen, and the decision of any two of the said referees on said question shall be final and binding on said parties.

And it is further agreed between the parties hereto, that the gross receipts from all business which shall arise from freight, travel, or otherwise over the railroad of the said party of the second part, or any part thereof, to or from Providence or to or from any point between Providence and Warren, shall be divided equally between said parties, and the gross receipts arising from freight, travel, or otherwise, over said railroad of the said party of the second part, between any two points on the railroad of said party of the second part, shall belong exclusively to said party of the second part.

And it is further agreed between the parties hereto, that if at any time the said party of the second part shall deposit at either terminus of their road, a sufficient quantity of suitable coal for the use of the locomotives attached to the train

running over the said, as aforesaid, said party of the first part shall use the same in the most economical manner, and will abate from the daily sum to be paid to them as above provided, the sum of thirteen dollars per day.

This contract shall continue in force to and including the thirtieth day of June in the present year.

To the faithful performance of each and all the foregoing agreement, each party bind themselves and their successors to the other party hereto, their successors and assigns.

In witness whereof, each of said parties, by their respective treasurers, have affixed hereunto their corporate names and seals the day and year first above written.

PROVIDENCE, WARREN AND BRISTOL RAILROAD COMPANY,
By L. E. M. STONE, *Treasurer*. [L. S.]

FALL RIVER, WARREN AND PROVIDENCE RAILROAD COMPANY,
By WM. M. BAILEY, *Treasurer*. [L. S.]

PROVIDENCE, January 3, 1865.

I certify the foregoing to be a true copy of the original on file.

W. HAYES, *Clerk*.

NOTE.—The service contemplated in within contract has been continued to be performed since June 30, 1865, by verbal extension of said contract; but upon such division of the earnings as will yield sixty per cent. to the Fall River, Warren and Providence Railroad Company, instead of fifty per cent.

WM. M. BAILEY, *Treasurer*.

[B.]

AGREEMENT.

Memorandum of an agreement made this twenty-second day of November, A. D. one thousand eight hundred and sixty-five, by and between the Metropolitan Railroad Company, of the first part, and the Middlesex Railroad Company, of the second part, both being corporations duly established under the laws of the Commonwealth of Massachusetts,

WITNESSETH:—

First—That the said Middlesex Railroad Company, for adequate consideration received from the Metropolitan Railroad Company, hereby agree on or before the first day of December next, to lay down a good and substantial track in Causeway Street in the city of Boston in said Commonwealth, between the Metropolitan tracks near the Fitchburg Railroad passenger station, and the tracks of the Middlesex Railroad near Charles River Bridge, connecting with such tracks. And also to lay down a suitable turn-out (if the said Metropolitan Railroad Company shall so request the same,) at Reed's Corner, near Eden Street, in Charlestown, connecting with the tracks already laid; provided, that the necessary permission can be obtained for the same from the board of mayor and aldermen of said Charlestown, and to use all due diligence to obtain the same.

Second. The said Middlesex Railroad Company further agree that said Metropolitan Railroad Company may extend the running of their "South End and Depot cars", so called, from the said Fitchburg Railroad passenger station over the tracks of the Middlesex Railroad Company in said Causeway Street to Charles River Bridge, thence upon and over said bridge to Charlestown Square, in said city of Charlestown, thence through said square, Warren and Main Streets, to the stable occupied by the said Middlesex Railroad Company at Charlestown Neck, in said Charlestown, and returning by said Main Street and Charlestown Square to Warren Bridge, thence upon and over said bridge to said Metropolitan tracks in Causeway Street in the city of Boston. And may increase the number of said depot cars at pleasure, and may run any additional number they may deem necessary, during said term, to said Charlestown Neck. And said Middlesex Railroad Company hereby grants and conveys to said Metropolitan Railroad Company the full right to enter upon and use their said tracks for the term aforesaid.

Third. The said Middlesex Railroad Company further agree that said Metropolitan Railroad Company may during said term occupy a portion of their stable and car-house at said Charlestown Neck, for the accommodation of fifty horses and the necessary provender and bedding for the same, and nine cars, and sufficient space in the blacksmith's shop for shoeing horses and making necessary repairs. And it is hereby agreed that the manure from the said horses shall belong to the Middlesex Railroad Company and shall be full compensation for rent and repairs on said stable and buildings, and the water for said horses during said term.

Fourth. The said Middlesex Railroad Company further agree under their petition addressed to the next General Court of Massachusetts, to ask for no powers to run upon the tracks of the Metropolitan Railroad Company or any of them without the consent of said last named company, but shall ask for such powers for both companies as shall enable each with the consent of the other, and not without the same, to run upon the tracks of the other.

Fifth. The said Middlesex Railroad Company further agree that during the continuance of this contract they will run no cars, sleighs, coaches, or other vehicles, on Main Street in Charlestown, between said Neck stables and Charlestown Square, except from Malden, South Malden, Medford and Somerville—starting from the termini of the said roads which they operate.

Sixth. The said Middlesex Railroad Company further agree to keep their tracks which are to be used by the Metropolitan Railroad Company in good repair, and to indemnify and save harmless the Metropolitan Railroad Company against all cost, injury, damage, loss, and claims for injury, occurring from any defect on such tracks, and further agree to keep the same free from ice and snow, when permitted so to do by the proper authorities.

Seventh. The said Metropolitan Railroad Company hereby agree that during said term of two years from the first day of December next, they will extend the running of their said depot cars from the said Fitchburg Railroad passenger station on the route described to said Charlestown Neck, making at least six trips per hour during the business hours of the day, and at least ninety trips daily, and as much oftener as the public necessity and convenience may require. And said cars, horses and equipments shall be equal in quality to the average of those used on their other lines. And said Metropolitan Railroad Company further agree that whenever the said tracks upon the said route are obstructed by ice and snow so as to prevent the running of cars, they will run omnibuses or sleighs on

and over the above described route, making at least three trips per hour, and at least forty-five trips daily.

Eighth. The said Metropolitan Railroad Company further agree to keep a separate, strict and just account of the gross earnings which their receivers shall collect from the cars thus run, between the said South End and Charlestown, and an accurate account of the number of miles run by each of such cars upon said route, which account shall be open at all reasonable hours to the inspection of any of the directors of the said Middlesex Railroad Company. And said Metropolitan Railroad Company shall make and render to said Middlesex Railroad Company correct quarterly statements of the business operations of the said route. And after deducting from the gross receipts received from said cars thus run to Charlestown on said route, twenty-seven cents for each mile run, to divide the balance between the two companies in proportion to the miles run by each of said cars on the tracks of each respectively, and to pay over to said Middlesex Railroad Company within twenty days after the last day of each and every quarter, their pro rata share for said quarter. And in case the receipts from such cars thus run on said route shall in any quarter fall below the said twenty-seven cents for each mile thus run, the said Metropolitan Railroad Company may deduct the deficit from the subsequent total earnings over twenty-seven cents per mile thus run.

Ninth. The said Metropolitan Railroad Company further agree that they will on Sundays provide such less number of cars and on holidays such additional number as in their judgment the travel shall require.

Tenth. The said Metropolitan Railroad Company further agree that the receipts from passengers who ride over any part of the route from the South End of the city of Boston to Charlestown in the cars that go over such route, shall be considered as a part of the receipts of this line.

Eleventh. The said Metropolitan Railroad Company further agree to hold the Middlesex Railroad Company harmless and fully indemnified against all claims for loss or damage, fines, indictments, writs and costs, for any death, injuries or accidents that shall be caused by the fault or negligence of the said Metropolitan Railroad Company or any of its employees.

Twelfth. It is further mutually agreed that the fare of neither company shall be reduced during the continuance of this contract, without the consent of the other, below five cents between Charlestown and Boston. And that each company shall keep its own road and structures in repair, and shall aid and assist the other in all matters pertaining to the welfare of the line and their common business. And that said Middlesex Railroad Company shall so run their Malden, Medford and Somerville cars, as not to retard or embarrass or compete with the Metropolitan Railroad Company for the local business, but said companies shall allow all reasonable facilities for doing the same, to the joint benefit of both.

Thirteenth. It is further agreed that the Metropolitan cars, while on the tracks of the Middlesex Railroad Company, shall be adopted by them as their own, and be under the supervision of their superintendent, who shall report any misdemeanor or changes desirable, to the superintendent of the Metropolitan Railroad Company.

Fourteenth. It is further agreed that if the Middlesex Railroad Company shall by any legal process or refusal of city authorities to act, be delayed in constructing track, or if the Metropolitan Railroad Company shall by any legal process be prevented from running, neither party shall in either of such cases be amenable to damages.

Fifteenth. It is further mutually agreed by and between the parties hereto, that this contract and all its provisions shall continue after said term of two years shall have expired and until sixty days shall have elapsed after notice given in writing to the other by either of said parties, of their desire that the same shall be terminated. And it is also further agreed that if either party shall desire to terminate this contract at the expiration of said two years, notice shall be given in writing sixty days' prior to the expiration of said term, by the party desiring so to terminate it; or if said Metropolitan Railroad Company shall so elect, it is further mutually agreed that the Metropolitan Railroad Company may terminate the foregoing contract at the end of one year from the date thereof, by giving not less than sixty days notice in writing to said Middlesex Railroad Company of their intention so to terminate the same; provided, however, that in case said contract is terminated by said Metropolitan Railroad Company, before the expiration of said two years named therein, the sum to be deducted from the gross receipts as provided in said contract, shall be at the rate of twenty-six cents per mile run, instead of twenty-seven cents as is provided in said contract; and in case said contract shall so be terminated before the expiration of said two years, such deduction shall apply to the whole time which said contract shall have existed; and the contract shall be settled upon the basis of a deduction as aforesaid of only twenty-six cents for the whole time it shall have existed; and any balance found due on such settlement shall thereupon be paid over to said Middlesex Railroad Company.

In witness whereof the said Metropolitan Railroad Company have caused their name to be hereto signed and seal affixed by their president, duly authorized therefor. And the Middlesex Railroad Company have caused their name to be hereto signed and seal affixed by their committee, duly authorized therefor, the day and year first above written.

Signed, sealed and delivered in presence of JOHN L. ANDREWS, (to each.)

MIDDLESEX RAILROAD COMPANY,
By their Committee.—CHARLES E. POWERS. [L. S.]

THE METROPOLITAN RAILROAD COMPANY,
By JOHN H. BLAKE, *President.* [L. S.]

A true copy:—

J. L. ANDREWS, *Clerk of Metropolitan Railroad Co.*

[C.]

AGREEMENT.

An Agreement, made this seventeenth day of July, in the year of our Lord one thousand eight hundred and sixty-five, between Jacob H. Hathorne of Boston, in the county of Suffolk, proprietor of the Citizens' Line of omnibuses, and the Metropolitan Railroad Company, a corporation duly established by law,

WITNESSETH:—

First. Said Hathorne agrees not to run, exceeding on an average, one omnibus each ten minutes from one-quarter before six o'clock A. M. until nine and one-half o'clock P. M., and only upon week days, above the Franklin school-house near Dover Street in Boston, or through Court (below Hanover Street), Bowdoin square, Green, Leverett and Causeway Streets, to, from or by the railroad depots,

for the period of five years from the first day of July, A. D. one thousand eight hundred and sixty-five.

Second. Said Hathorne agrees not to extend his present or any line toward or into Roxbury or make any application thereof; also, not to run to Chelsea Ferry; also, not to increase his omnibuses south of Boylston Street beyond their present running, viz.:—One each five minutes, on an average, from one-quarter before six o'clock A. M. until nine and one-half o'clock P. M., and run no omnibuses south of Dover Street except once in ten minutes as before provided, for the said period of five years.

Third. Said Hathorne agrees not to be directly or indirectly interested in any schemes either in railroads or omnibuses, adverse to the interests of the Metropolitan Railroad Company, and in all proper ways, not however to incur any expense therefor, to aid and further their interests at the legislature and with the city of Boston and the city of Roxbury during the said period of five years.

Fourth. The Metropolitan Railroad Company agree to pay said Hathorne therefor, and so long as he shall well and truly perform this contract on his part, the sum of six thousand six hundred dollars ($6,600) per annum for said period of five years, payable in monthly payments of five [hundred] and fifty dollars each, on the last day of each and every month during said term.

Fifth. It is mutually agreed, that if opposition omnibuses or coaches shall be put on said line, then payments shall be made during the running of such opposition only to the extent of one-half of any loss sustained by said Hathorne in running his line, but not exceeding in amount to be paid by said Metropolitan Railroad at the rate of six thousand six hundred dollars ($6,600) per annum, payable monthly as above; provided when such opposition line shall be put on, said Hathorne shall have the power to put on such number of omnibuses as he may see fit, for the purpose of driving off such opposition; but when this is accomplished he shall reduce his running to the manner and the trips prescribed by this agreement.

Sixth. Said Metropolitan Railroad Company shall in no way, directly or indirectly, be interested in running omnibuses in opposition to or competition to said [Hathorne] during said period; but this shall not prevent them from running sleighs and coaches when any of their tracks are obstructed or closed. If said Metropolitan Railroad Company shall extend the running of their cars into Charlestown or the Middlesex Railroad Company extend the running of their cars south of Court Street in Boston, then said Metropolitan Railroad Company shall either purchase said Citizens' Line of omnibuses as provided by this contract, or said Hathorne shall, if not so purchased, have the right at any time to surrender this agreement.

Seventh. It is mutually agreed, that said Hathorne reserves his right to run the omnibuses from said Dover Street, not exceeding one each ten minutes, on an average, from one-quarter before six o'clock A. M. until one-half past nine o'clock P. M., and on week days only, running substantially through Washington, Court, Hanover and Union Streets, or Dock Square, Haymarket Square, and Warren Bridge, but not passing the Lowell or Eastern Railroad depots on Causeway Street; and whenever all of this line is taken off, then the said omnibuses, not one each ten minutes as above, may be run from Dover Street on the route through Court, Green, and Chambers or Leverett Streets to Craigie's Bridge; provided, any contracts or agreements made by said Hathorne with the Middlesex Railroad Company or other parties, by which said omnibuses shall be

taken off or reduced on either of said routes, shall be assigned to the Metropolitan Railroad Company, if, as provided by this agreement, said company shall purchase said Citizens' [Line] and elect to have said contract and agreements so assigned.

Eighth. It is agreed, that at any time within one year from August first, A. D. 1865, said Metropolitan Railroad Company shall have the right to purchase all the omnibuses, stock and equipment averaging as good as now, of the Citizens' Line of omnibuses, including the licenses, good will, and rights to run the same, on the following terms, namely :—If they shall so buy they shall pay therefor the sum of thirty-nine thousand dollars in cash, and also the sum of ten thousand dollars per annum from the time of such purchase, payable in equal monthly payment, for whatever time shall remain unexpired of said five years, from July first, A. D. 1865, but no further payment shall be required from said Metropolitan Railroad Company for the portion of the time preceding such purchase, except at the rate of six thousand six hundred dollars ($6,600) as before provided. Said Hathorne to run said line for said Metropolitan Railroad Company for said remaining period, without further charge for his services. In case of his death, twenty-five hundred dollars ($2,500) per annum to be deducted from said payments thereafter. Said Hathorne to furnish from his said payments up to the amount of ten thousand dollars, ($10,000) to make good one-third of any loss up to thirty thousand dollars, ($30,000) but only as it shall be incurred by the said Metropolitan Railroad Company during said period, in running omnibuses to compete with and run off any opposition omnibuses put upon said line ; if not so expended the whole sum to be paid over at the end of said period of five years. Said Hathorne to give his bond not to be engaged in any adverse or opposition omnibus or railroad interest or scheme for the period of twenty years from July first, A. D. 1865. Said Hathorne also to transfer any obligations he may hold of other parties, restricting or limiting them in the running of omnibuses in the city of Boston ; but the provisions of this section shall only apply in case of a purchase as provided by this section. If said company shall not so elect to purchase, said Hathorne shall have the right to surrender and cancel this agreement within one month thereafter.

Ninth. The payments for the current month of July shall be at the rate of six thousand six hundred dollars per annum, for such number of days as the coaches shall be run under this agreement.

In witness whereof the said Metropolitan Railroad Company, by a committee of their directors duly authorized, and the said Jacob H. Hathorne, have hereunto set their hands and seals.

Witness, Wm. L. Burt to J. H. H. } JACOB H. HATHORNE. [Seal.]

THE METROPOLITAN RAILROAD COMPANY,
By its Committee.—E. H. Derby, Wm. Hendry, *Committee.* [Seal.]

[D.]

AGREEMENT.

Memorandum of an Agreement made this fifteenth day of April, A. D. 1865, by and between the Union Railway Company of the first part, and the Middlesex Railroad Company of the second part, both being corporations duly established under the laws of the Commonwealth of Massachusetts.

WITNESSETH:—

First. The said Union Railway Company agrees, for one year from the first day of May, A. D. 1865, to operate and run cars over the tracks of the Somerville Horse Railroad Company on the joint account of itself and the said Middlesex Railroad Company, as often as the public convenience may require, from the stables in Willow Street in Somerville, over Milk Street to the point where the new track joins the track in Milk Street, thence over such new track to where it joins the track of the Cambridge Railroad Company in East Cambridge, and thence to Bowdoin Square in the city of Boston, being the same route from Boston to Somerville operated by the said Union Railway Company for the year preceding.

Second. The said Union Company further agrees that it will keep the said railroad in good repair during said term, and deliver it to the said Middlesex Company at the expiration of the term, in as good order as it now is, reasonable use and wear and tear excepted, the same to be charged as part of the expense of operating the road, and that it will save harmless the said Middlesex Railroad Company from all loss, cost, damage, from any accident occasioned by the fault or negligence of said Union Railway Company.

Third. The said Union Company further agrees that it will keep a separate and strict account of all the business done on the said route, with an account of the receipts and expenses, which account shall be open at all reasonable times to the inspection of any of the directors of the said Middlesex Railroad Company, and said Union Company shall make and render to them correct quarterly statements of the business operations of the said route.

Fourth. The said Union Company further agrees that it will keep a sufficient number of comfortable and convenient cars in use upon said route, of as good an average character as those used upon any of the roads it operates, and the only charge therefor shall be one hundred eighty-nine and ten one-hundredths ($189 10-100) dollars per year, for each car in use on the said route, and at the same rate per car for any part of the year, which sum shall be charged in lieu of depreciation and of outlays for repairs on said cars used on this road, in said account, and that the whole equipment of this route, so run by said Union Company, shall be of as good an average character as those used upon any line it operates. Said Union Company also further agrees that the charge for depreciation in horses and harnesses shall be that proportional part of the whole amount the said Union Company shall charge to depreciation on the total of all its horses used upon its various lines, which the whole number of horses used by the said Union Company in the operations of all its roads for the said term, shall bear to the number of horses used on this route. Said Union Company further agrees that it will make no charge for clerk hire, managing or superintendence of the route.

Fifth. Said Union Company further agrees, that the receipts from passengers who ride over any part of the route from Bowdoin Square in Boston, to Somerville, in the cars that go over such route, shall be considered as a part of the receipts of this route.

Sixth. Said Union Company agrees to discount the note of the Middlesex Railroad Company for the sum of thirteen thousand dollars, payable in one year from the first said day of May, A. D. 1865.

Seventh. Said Union Company further agrees to pay to the Middlesex Railroad Company on or before the fifteenth day of May, A. D. 1866, one-half of the whole net profits, if any there be, arising from the operation of and running cars

over the route as above set forth, such profits to be determined from the quarterly accounts to be kept as aforesaid, the expenses and earnings as above set forth being recorded therein.

Eighth. And the said Middlesex Railroad Company doth hereby give and convey unto the said Union Company the full, exclusive, and absolute right to enter upon, take, use and operate the said railroad route, as above set forth, for the term of one year from the first day of May, A. D. 1865.

Ninth. Said Middlesex Company further agrees, if at the expiration of said term it shall appear, upon making up the said accounts in manner and form as above set forth, that there have been losses in the business operations of the said route, that it will within fifteen days from the time that such loss and the amount thereof shall be ascertained, pay to the said Union Company one-half of the whole loss thus ascertained; it being understood that any loss occasioned by the fault or negligence of the said Union Company is not to be reckoned as a loss in the business operations of the road.

Tenth. And it is further mutually agreed, that if in pursuance of the law the town of Somerville shall purchase the said railroad track, or if by competent authority the location or any part thereof shall be taken up or revoked, and the said Union Company shall be compelled to cease from using or running cars over the same, the said Middlesex Company shall not be liable for any damage that may result to said Union Company from any such interruption or hindrance, but this agreement shall be thereby terminated and the accounts made up and settled as herein provided.

Eleventh. It is further mutually agreed that if by reason of fire or other insurable casualty, the said stable and car house in Somerville, or the horses, cars, equipment and provender therein shall be destroyed in whole or in part, that the said Middlesex Company shall bear the whole loss that may arise from any such casualty to the said stable and car house, and may keep the same insured to its benefit; and the said Union Company shall bear the whole loss that may arise from any such casualty to the said horses, cars, equipment and provender, and may keep the same insured to its benefit.

In witness whereof the said Union Railway Company has caused its name to be hereto signed and seal affixed by its president duly authorized therefor, and the Middlesex Railroad Company has caused its name to be hereto signed and seal affixed by its president duly authorized therefor, the day and year first above written.

Executed in presence of L. M. Child to C. E P. Tracy Howe to J. W. E.

MIDDLESEX RAILROAD COMPANY,
By Chas. E. Powers, President *P. T.* [Seal.]

[U. S. Rev. Stamp.]

UNION RAILWAY COMPANY,
By James W. Emery, its *President.* [Seal.]

Cambridge, December 27, 1865.

I hereby certify that the within is a true copy of the agreement on file.

Attest:

FRED'K T. STEVENS, *Clerk of Union Railway Company.*

[E.]

The following is a portion of Chapter sixty-three of the General Statutes of Massachusetts:

[RAILROAD] RETURNS AND REPORTS.

SECT. 132.* Every corporation shall at all times submit its books to the inspection of any committee of the legislature appointed for the purpose; and its directors shall annually, on or before the first Wednesday of January, prepare, make oath to, and transmit to the secretary of the Commonwealth, together with one thousand printed copies of the same, a report of their doings under their charter for the year ending the thirtieth day of November preceding; the first annual report stating the number of months and days included therein. The reports shall set forth copies of all contracts made with other railroads under section one hundred and fifteen, and specify the receipts and expenditures under the same; and shall contain full information upon the following items, viz.:—

FORM OF RAILROAD RETURN TO THE LEGISLATURE.

1. Capital stock,	$
2. Number of shares of capital stock issued,	
3. Increase of capital since last report,	$
4. Capital paid in per last report,	
5. Capital paid in since last report,	
6. Total amount of capital stock paid in,	
7. Funded debt, per last report,	
8. Funded debt paid since last report,	
9. Funded debt, increase of, since last report,	
10. Total present amount of funded debt,	
11. Floating debt, per last report,	
12. Floating debt paid since last report,	
13. Floating debt, increase of, since last report,	
14. Total present amount of floating debt,	
15. Total present amount of funded and floating debt,	
16. Average rate of interest per annum paid during the year,	
17. Maximum amount of debts during the year,	
Cost of Road and Equipment.	
18. For graduation and masonry per last report,	
19. For graduation and masonry paid during the past year,	
20. Total amount expended for graduation and masonry,	
21. For wooden bridges per last report,	
22. For wooden bridges paid during the past year,	
23. Total amount expended for wooden bridges,	
24. Total amount expended for iron bridges, (if any,)	
25. For superstructure, including iron, per last report,	
26. For superstructure, including iron, paid during the past year,	
27. Total amount expended for superstructure, including iron,	
28. For stations, buildings, and fixtures, per last report,	
29. For stations, buildings, and fixtures, paid during the past year,	
30. Total amount expended for stations, buildings, and fixtures,	
31. For land, land-damages, and fences, per last report,	
32. For land, land-damages, and fences, paid during the past year,	
33. Total amount expended for land, land-damages, and fences,	
34. For locomotives, per last report,	
35. For locomotives paid during the past year,	

* See Act of April 25, 1862, on page 343 of Gen. Stat.

36. Total amount expended for locomotives, ...
37. For passenger and baggage cars, per last report, ...
38. For passenger and baggage cars, paid during the past year, . .
39. Total amount expended for passenger and baggage cars, . .
40. For merchandise cars, per last report, ...
41. For merchandise cars, paid during the past year, ...
42. Total amount expended for merchandise cars, ...
43. For engineering, per last report, ...
44. For engineering, paid during the past year, ...
45. Total amount expended for engineering, ...
46. For agencies and other expenses, per last report, ...
47. For agencies and other expenses, paid during the past year, . .
48. Total amount expended for agencies and other expenses, . .
49. Total cost of road and equipment, ...
50. The amount of assets or property held by the corporation in addition to the cost of the road, ...

Characteristics of Road.

51. Length of road, ...
52. Length of single main track, ...
53. Length of double main track, ...
54. Length of branches owned by the Company, stating whether they have a single or double track, ...
55. Aggregate length of sidings and other tracks excepting main track and branches, ...
56. Weight of rail per yard in main road, ...
57. Weight of rail per yard in branch road, ...
[Specify the different weights per yard.]
58. Maximum grade, with its length in main road, ...
59. Maximum grade, with its length in branch roads, ...
60. Total rise and fall in main road, ...
61. Total rise and fall in branch roads, ...
62. Shortest radius of curvature, with length of curve in main road, .
63. Shortest radius of curvature, with length of curve in branch roads, .
64. Total degrees of curvature in main road, ...
65. Total degrees of curvature in branch roads, ...
66. Total length of straight line in main road, ...
67. Total length of straight line in branches, ...
68. Aggregate length of wooden truss bridges, ...
69. Aggregate length of all other wooden bridges, ...
70. Aggregate length of iron bridges, ...
71. Whole length of road unfenced on both sides, ...
72. Number of public ways crossed at grade, ...
73. Number of railroads crossed at grade, ...
74. Remarks, ...
75. Way stations for express trains, ...
76. Way stations for accommodation trains, ...
77. Flag stations, ...
78. Whole number of way stations, ...
79. Whole number of flag stations, ...

Doings during the Year.

80. Miles run by passenger trains, ...
81. Miles run by freight trains, ...
82. Miles run by other trains, ...
83. Total miles run, ...
84. Number of passengers carried in the cars, ...
85. Number of passengers carried one mile, ...
86. Number of tons of merchandise carried in the cars, ...
87. Number of tons of merchandise carried one mile, ...
88. Number of passengers carried one mile to and from other roads, .
89. Number of tons carried one mile to and from other roads, . . .
90. Rate of speed adopted for express passenger trains, including stops, .
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, ...
92. Rate of speed adopted for accommodation trains, ...
93. Rate of speed actually attained by accommodation trains, including stops and detentions, ...
94. Average rate of speed actually attained by special trains, including stops and detentions, ...

95. Average rate of speed adopted for freight trains, including stops,
96. Estimated weight, in tons, of passenger cars, [not including passengers,] hauled one mile,
97. Estimated weight, in tons, of merchandise cars, [not including freight,] hauled one mile,

Expenditures for Working the Road.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,
99. For repairs of wooden bridges,
100. For renewals of iron, including laying down,
101. For wages of switchmen, (average per month, $)
102. For wages of gate-keepers, (average per month, $) } Total,
103. For wages of signal-men, (average per month, $)
104. For wages of watchmen, (average per month, $)
105. Number of men employed, exclusive of those engaged in construction,
106. For removing ice and snow, [this item to include all labor, tools, repairs, and extra steam-power used,]
107. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,
108. Total maintenance of way,

Motive Power and Cars.

109. For repairs of locomotives,
110. For new locomotives to cover depreciation,
111. For repairs of passenger cars,
112. For new passenger cars, to cover depreciation,
113. For repairs of merchandise cars,
114. For new merchandise cars, to cover depreciation,
115. For repairs of gravel and other cars,
116. Total for maintenance of motive power and cars,
117. Number of engines,
118. Number of passenger cars,
119. Number of baggage cars,
120. Number of merchandise cars,
121. Number of gravel cars,

Miscellaneous.

122. For fuel used by engines during the year, viz.:—
123. Number of cords of wood, and cost of same,
124. Number of tons of coal, at two thousand two hundred and forty pounds to the ton, and cost of same,
125. For oil used by cars and engines,
126. For waste and other material for cleaning,
127. For salaries, wages, and incidental expenses, chargeable to passenger department,
128. For salaries, wages, and incidental expenses, chargeable to freight department,
129. For gratuities and damages,
130. For taxes and insurance,
131. For ferries,
132. For repairs of station buildings, aqueducts, fixtures, furniture,
133. For renewals of iron, including laying down,
134. For new iron laid down, deducting the value of old iron taken up,
135. For amount paid other companies in tolls, for passengers and freight carried on their roads, specifying each company,
136. For amount paid other companies as rent for the use of their roads, specifying each company,
137. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses, not included in any of the foregoing items,
138. Total miscellaneous,
139. Total expenditures for working the road,
140. For interest,

Income during the Year.

141. For passengers:—
    1. On main road, including branches owned by company,
    2. To and from other roads, specifying what,

142.	For freight:—	
	1. On main road and branches owned by Company,	
	2. To and from other connecting roads,	
143.	U. S. mails,	
144.	Rents,	
145.	Total income,	
146.	Net earnings, after deducting expenses,	
	Dividends.	
147.	per cent. Total,	$
148.	Surplus not divided,	
149.	Surplus last year,	
150.	Total surplus,	
	Estimated Depreciation beyond the Renewals, viz.:	
151.	Roads and bridges,	
152.	Buildings,	
153.	Engines and cars,	
	Mortgage Debts.	
154.	Amount of debt secured by mortgage of road and franchise, or any property of the corporation, per last report,	
155.	Mortgage debt paid since last report,	
156.	Increase of mortgage debt since last report,	
157.	Present amount of mortgage debts,	
158.	Number of mortgages on road and franchise, or any property of the corporation,	

Sect. 133. The annual report shall also state whether any fatal accident or serious injury has occurred to a passenger or other person upon the road during the period covered by the report; and if so, the cause of such accident or injury, and the circumstances under which it occurred.

Sect. 134. If the directors of any corporation find it impracticable to return therein all the items in detail required by this chapter, they shall in such report state the reasons why such details cannot be given.

Sect. 135. Every corporation neglecting to make and furnish such report at the time prescribed in section one hundred and thirty-two, shall forfeit to the use of the Commonwealth fifty dollars for each day's neglect, to be recovered by the treasurer; and if any corporation unreasonably refuses or neglects to comply with the other provisions of said section, it shall forfeit for every such refusal or neglect a sum not exceeding five thousand dollars.

Sect. 136. The secretary shall annually in November furnish to every corporation a table prepared in conformity with the provisions of section one hundred and thirty-two; and shall annually, on or before the thirty-first day of January, transmit one set of the reports furnished him under said section to each member of the legislature, and shall also deliver a copy of the report of each corporation to every other such corporation in the State. He shall prepare, with such other information as he deems useful, an abstract of such reports, in form as follows:—

Name of road.	Capital.	Capital paid in.	Debt.	Length.	Length of double track.	Length of branches.	Speed of passenger trains.	Speed of freight trains.	Earnings.	Expense of working.	Amount of assets.	Cost of the road.	Net earnings.	Dividends.	Surplus.	Casualties.	
																Fatal.	Not fatal.

And he shall annually, on or before the second Wednesday of January, transmit four hundred bound copies to the legislature.

SECT. 137. In addition to the annual report required by section one hundred and thirty-two, the corporation shall, when it has completed and opened its road for use, make a report under oath to the legislature, stating the total amount of capital paid in; specifying the amount expended in constructing its road, for engines, cars, depots, car-houses, and other buildings, and the amount of all other miscellaneous expenses. Such report shall also state the length of the road, the number of planes on it, with their inclination per mile, the greatest curvature on the road, the average width of the grade, and the manner in which the rails are supported.

[From Chapter 229 of the Acts of 1864.]

AN ACT CONCERNING STREET RAILWAYS.

* * * * * * * * *

SECT. 49. The directors of every street railway corporation shall annually, on or before the first Wednesday of January, make oath to and transmit to the secretary of the Commonwealth, a report of their doings under its charter for the year ending the thirtieth day of November preceding, the first annual report stating the number of months and days included therein. Such report shall set forth copies of all leases and contracts made during the year with other corporations and individuals, and shall contain full and complete information upon the following items, viz.:

FORM OF RETURN.

Condition of the Company.

1. Capital stock fixed by charter, ...
2. Capital stock as voted by the company, ...
3. Capital stock paid in, expressed in money, ...
4. Funded debt, ...
5. Floating debt, including amount of unredeemed tickets, ...
6. Total debt, ...
7. Number of mortgages on road and franchise, and amount of debt secured thereby, ...
8. Number of mortgages on any other property of the corporation, specifying the amounts, ...
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, ...

Cost of the Railway.

10. Net cost of road—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipments or running expenses, ...

Characteristics of the Railway.

11. Length of railway laid with single main track, ...
12. Length of railway laid with double main track, ...
13. Length of branches owned by the company, stating amount of double track, if any, ...
14. Aggregate length of switches, siding, turnouts and other track, excepting main track and branches, ...
15. Total length of track measured as single track, ...
16. Weight of rail used per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, ...
17. Maximum grade per mile, with length of grade, ...
18. Shortest radius of curvature, with length of curve, ...
19. Total length of track paved, ...

Cost of Equipment.

20. Number of cars and cost,
21. Number of horses and cost,
22. Cost of omnibuses, sleighs and other vehicles, excepting cars owned by the company,
23. Cost of real estate, including buildings owned by the company,
24. Cost of buildings owned by the company on land not owned by the company,
25. Cost of other articles of equipment,
26. Net amount at which the equipment stands charged on the books of the company,

Doings during the Year.

27. Total number of miles run during the year,
28. Average cost per mile run,
29. Total number of passengers carried in the cars,
30. Total number of round trips run during the year,
31. Average number of passengers each round trip,
32. Rate of speed adopted, including stops and detentions,
33. Number of persons regularly employed, specifying the occupations of each,

Expenditures for working the Railway.

34. For repairs of railway,
35. For repairs of equipments,
36. For repairs of real estate,
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer,
38. For interest,
39. For taxes and insurance, other than United States taxes,
40. For United States taxes,
41. For rent and tolls paid other companies for use of their roads,
42. Amount paid other companies for the use of bridges and ferries,
43. For provender,
44. For loss on horses,
45. For incidental expenses — to include printing, president's, directors', superintendent's and treasurer's salaries, and all other expenses not herein before included,
46. Total expenses,

Earnings.

47. Received from passengers in cars and omnibuses, and for tickets sold,
48. From other roads, as toll or rent for use of road,
49. From other sources, specifying from what source in each item exceeding five hundred dollars,
50. Total earnings,
51. Net earnings after deducting expenses,
52. Surplus earnings of previous year on hand,
53. Total surplus,
54. Dividends declared during the year,
55. Total percentage of dividends for the year,
56. Present surplus,

Miscellaneous.

57. Increase during the year of capital stock, as fixed by charter,
58. Increase during the year of capital stock paid in,
59. Increase of funded debt during the year,
60. Increase of floating debt during the year,
61. Decrease of funded debt during the year,
62. Decrease of floating debt during the year,
63. Increase of mortgage debt during the year,
64. Decrease of mortgage debt during the year,
65. Increase of cost of road during the year,
66. Decrease in nominal cost of road,
67. Increase in cost of equipment during the year,
68. Decrease in cost of equipment during the year,
69. Increase of unredeemed tickets during the year,
70. Decrease of unredeemed tickets during the year,
71. Present amount of unredeemed tickets,
72. List of accidents on road during the year,

SECT. 41. Every corporation refusing or neglecting to make the return required by the preceding section, shall forfeit twenty-five dollars for each day's refusal or neglect. And the secretary of the Commonwealth shall notify the attorney-general of such refusal or neglect, who shall forthwith prosecute the same in behalf of the Commonwealth.

SECT. 42. The secretary shall, annually, in November, cause to be prepared, and transmitted to such corporations, blank forms for returns.

SECT. 43. In addition to the penalties herein provided, the supreme judicial court shall have full equity powers to compel the observance of all orders, rules and regulations made by the board of aldermen of any city, or the selectmen of any town, or of any commissioners appointed in accordance with this act.

SECT. 44. Street railway corporations now existing, shall continue to exercise and enjoy their powers and privileges, according to their respective charters and to the laws in force; and shall continue subject to all the liabilities to which they are now subject, except so far as said powers, privileges and liabilities are modified or controlled by the provisions of this statute.

SECT. 45. All acts and parts of acts inconsistent herewith are hereby repealed. But nothing in this act contained shall operate to annul or impair in any wise any terms or conditions upon which any charter has been accepted, or location or other privilege granted by any city or town, and which have been assented to by such corporation. [*Approved May* 12, 1864.

[CHAP. 167.]

AN ACT TO AMEND AN ACT CONCERNING RAILROAD RETURNS AND REPORTS.

SECT. 1. Every railroad corporation required by law to furnish annually to the secretary of the Commonwealth a report of their doings under their charter, shall, annually, at the time of furnishing such report, pay to the secretary the sum of twenty dollars, which shall be paid over by him to the treasurer of the Commonwealth, and shall be appropriated to the payment of the expenses incurred in the printing and binding of the reports of the several railroad corporations, under the provisions of chapter one hundred and thirty-five of the acts of the year eighteen hundred and sixty-two.

SECT. 2. Every railroad corporation neglecting to make such payment, at the time prescribed for furnishing the annual report, shall forfeit to the use of the Commonwealth, fifty dollars for each day's neglect, to be recovered by the treasurer.

SECT. 3. Every railroad corporation which has leased the railroad of any other corporation shall, during the continuance of such lease, make all the returns to the secretary of the Commonwealth required of the lessor, and shall pay the sum required by the first section of this act, for printing the same; and during the continuance of such lease the said lessor shall not be required to make such returns, or payment: *provided*, that when requested by the lessee, the lessor shall furnish all the information in its possession, needed to make such returns.

SECT. 4. The annual returns of the several railroad corporations, required by section two of chapter one hundred and thirty-five of the acts of the year eighteen hundred and sixty-two, to be printed and distributed to the legislature, shall be so printed and distributed before the tenth day of February in each year.

SECT. 5. So much of chapter one hundred and thirty-five of the acts of the year eighteen hundred and sixty-two as is inconsistent herewith, is hereby repealed.

Approved April 22, 1864.

[CHAP. 289.]

AN ACT RELATING TO THE REPORTS OF RAILROAD CORPORATIONS.

Whenever there shall exist a vacancy in a board of commissioners required by law to perform any duty relative to any railroad extending from Massachusetts into another state, and such vacancy cannot be filled by authority of the Commonwealth of Massachusetts, the member or members of the board of commissioners duly appointed shall perform all the duties relating to the annual reports to the legislature, and to the apportionment of the expenditures, receipts and profits appertaining to the portions of the road lying in each state, which the said board of commissioners is required to perform.

Approved May 14, 1864.

[CHAP. 135.]

AN ACT CONCERNING RAILROAD RETURNS AND REPORTS.

SECT. 1. So much of the one hundred and thirty-second section of the sixty-third chapter of the General Statutes as requires the directors of the railroad corporations to transmit to the secretary of the Commonwealth one thousand printed copies of their annual report, is hereby repealed.

SECT. 2. The secretary shall cause the reports of the several railroad corporations transmitted to him, to be printed in a uniform manner, with an abstract of the same; and he shall cause in addition, such a number as he shall deem expedient, to be bound in a substantial volume, one copy of which shall be furnished to each member of the legislature for the time being, and to each railroad corporation applying for the same.

* * * * * * * * *

Approved April 25, 1862.

[CHAP. 224.]

AN ACT RELATING TO THE RETURNS AND REPORTS OF RAILROAD CORPORATIONS.

SECT. 1. The secretary of the Commonwealth is hereby required to examine the annual railroad returns and reports of the year eighteen hundred and sixty-two, and all subsequent years, and notify the several railroad corporations of the particulars, if any, in which their reports do not conform to the requirements of law.

SECT. 2. Whenever a railroad corporation, notified as provided in section first of this act, shall fail to make any subsequent annual returns and reports, so as to conform to all such requirements, it shall be the duty of the secretary, and he is hereby required, to recover from said corporation the penalties provided in section one hundred and thirty-five of chapter sixty-three of the General Statutes.

Approved April 29, 1863.